

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:*—"This meeting pledges itself to support SEAFARING."

*Ship Masters' and Certificated Officers' Union.*—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

*Morning Advertiser.*—"Able and smartly written."

*Daily Chronicle.*—"An ably conducted and interesting paper."

*Reynolds's Weekly Newspaper.*—"A bright little paper."

*Literary World.*—"Will be appreciated by all who go down to the sea in ships."

*Coast Seamen's Union (San Francisco).*—"Delightful and interesting, and a worthy champion of the sailors' cause."

*Star.*—"What sailors are interested in, and need to know, is culled from all quarters."

*Liverpool Daily Post.*—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

*Liverpool Mercury.*—"In every way suitable for the purpose it has in view. The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

*Liverpool Echo.*—"There is plenty of work for this journal with its nominal price and multifarious attractions."

*The People.*—"It will be useful to those in whose behalf it has been started."

*The Democrat.*—"Did useful work."

*Seaboard (New York).*—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

*Weekly Budget.*—"A career of much prosperity and usefulness."

*Tonbridge Free Press.*—"Interesting to everybody."

*Mercantile Marine Service Association Reporter.*—"A genuine ring about the articles, which are written in true sailor style."

*Scottish Leader.*—"Its sails are already filled with a favouring breeze."

*Southampton Observer.*—"Advocates the interests of seagoing folk with zeal and ability."

*Western Daily Press.*—"It is well conducted, and is full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England who stay at home at ease."

*Hampstead and Highgate Express.*—"No reason why this message to and from the sea should not become one of the most influential organs."

*Hampshire Independent.*—"Well conducted."

*Cork Examiner.*—"Promises to be one of the most valuable of the class papers."

## Y A R N S.—CVIII.

### "STRIKE OUT, FATHER!"

By G. S. JEALOUS.

Many years ago I sailed from the port of Liverpool, in the good ship *Harriette*, for Madras. Our skipper was a self-willed, determined sort of man, who liked to boast of the quick passages he made—in fact, he was what we sailors call a crack-on. Such men as these are thought a great deal of by the owners, I can tell you, for they make two voyages where a careful man makes only one, and of course this puts money into the owners' pockets. Sometimes it happens that these daring, reckless men lose a ship, cargo and all; but as the vessel is insured, and the cargo isn't their property, the owners don't care very much. But the worst of it is, that sometimes they lose a man overboard in a gale, and then—well, accidents will happen at sea, you know, and if men fall overboard, why, most likely they'll be drowned. But I know, and so do many more besides me, that many a man has been lost because his skipper was too intent on making a quick passage to lose time in putting about or to search for him.

Well, now, the circumstance that occurred in my own case is so singular and so strange altogether that I'm afraid you'll regard it merely as a sailor's yarn, and say that I made it up out of my own head. If you do, I can't help it. Perhaps you'll say, when you've heard it, that I am superstitious. Well, that's no great crime, that I know of; there are plenty of people who are superstitious besides sailors, I've heard. Or perhaps you'll say I was out of my senses, delirious-like. Well, think what you like, I'll tell the story in my own way, and leave you to judge for yourselves.

I had made many voyages before this one, some short and some long, and had been to almost every part of the world, and had had many ups and downs from the time I first went to sea. Sometimes after a voyage I would stay at home a few weeks and enjoy the company of my wife and children. My wife, I must tell you, was a thorough good woman, and helped to keep me right and straight when I was ashore. We had several children at this time, and, though I loved them all very dearly, yet, still, my favourite was my eldest boy. All very well to say parents shouldn't have favourites, but I never yet knew the man or woman who had children who had not a warmer corner in their hearts for one of them than for any of the others. Well, this boy was the very apple of my eye, as we say in our part of the country, and when I was ashore we were always together; why, bless you, instead of being like father and child, we were more like two children together, the only difference being that I was the biggest. We were

companions and playmates, and latterly I had taken great pains to teach him to swim, for he always said that when he was old enough he would be a sailor and go to sea with me, and that we should have great fun together on board. So, seeing his mind was bent that way, though having objection myself, I thought it best to begin early with him and teach him what every sailor should know, and that is, how to swim. Would you believe it? there are thousands of men at sea all their lives who cannot swim a stroke, and many a valuable life is lost in consequence.

I bade good-bye to my wife and little family, but this time with a heavy heart, for my boy was ill, and I could not stay to watch for his recovery. I wanted to improve my position, if possible, and the skipper I was to sail with was just the sort to push a man forward if there was anything in him at all. So we sailed away, and had a tolerably good passage until we rounded the Cape, and then the weather got very bad; but it was all one to our skipper—fair weather or foul, he held on, carrying all the sail he could, and seeming to escape being swallowed up as by a miracle. Being anxious, as I said before, to make a quick passage, he, instead of standing out to sea, made for the Mozambique Channel, very dangerous at all times, because of the strong currents that run there; but then, of course, to one with a perfect knowledge of the channel these currents are of great assistance, as they help to quicken the passage. The weather, which had been very threatening for some days past, got worse and worse when we got into the channel, until at last we encountered a gale that soon became a hurricane. Then we found out what our skipper was made of. Hitherto we had looked upon him as utterly careless and reckless, but now he appeared to be perfectly cool and collected, and the more the danger increased the greater seemed to be his courage and deliberation. His orders, which were shouted through a speaking-trumpet, and which the fury of the storm made it difficult to hear, were as clear as possible, and inspired confidence in all of us. Every sail had been close-reefed, we were scudding along under almost bare poles, and it was only by the exercise of the most skillful seamanship that the vessel lived through that awful storm. The skipper's quick ear and a vivid flash of lightning, however, revealed the fact that the mizzen-top sail had got loose: the reef-points had thus become unfastened. I was ordered aloft to make all taut again, and made my way up the rattlins as quickly as I could under the circumstances; but the task was beyond my strength. A good portion of the sail had blown out, and it seemed impossible that I could secure it and save myself from being cast into the seething waters, which

seemed to rise like a wall before me, and sometimes to be countless fathoms beneath. Well, I held on, as only sailors can, and by a desperate effort succeeded in performing my task, when, just as I was about to descend to the deck, a sudden feeling of faintness overtook me, owing, I suppose, to the exertion I had been making, and then a sudden and furious gust of wind seemed to take me bodily from the ship—the lines slipped through my hands, and I was carried out to sea, and plunged into the boiling waters. For what appeared to be a long time I lost consciousness, though it could only have been for a moment, and then, as I rose on the crest of a wave, a flash of lightning shewed to me the ship and all on board. Then I must, in my agony and despair, have cried for help, for when I rose again I distinctly heard the words, "Man overboard!" My senses seemed to be all alive. I was battling for dear life, but I saw the ship no more, and I heard no man's voice again. What followed for some moments I scarcely know; I doubted whether I was alive even. Instinctively I was striking out, though I felt it was useless to do so, and that soon my last moment must come. And there, out on that wild waste of waters, black as ink, except when the lurid glare of the lightning lighted up the scene, was I, still battling for life, sometimes lifted up mountains high on the crest of a huge wave, and then engulfed in the trough of the sea. All thought of living had passed away; it was the mere instinct that is natural to all of us that impelled me, as it were, to make the effort. Still, I felt that I was gradually getting weaker and weaker; and although only a few minutes had in reality passed since I had fallen overboard, yet it seemed to me as though it was almost a lifetime. During that brief interval every circumstance of my life passed before me like scenes in a play. I saw myself as a child, as a boy, as a youth, as a man; other perils that I had gone through rose vividly before me; and then there came sweeping by the happy home that I left, my wife and little ones, and the dear sick boy that I loved so well, and whom I left with such a heavy heart. My strength seemed to be ebbing fast, and still the vision of my boy, as I saw him last, appeared before me. Other scenes had passed like flashes of light before my eyes, but this one seemed to remain. I saw him in his little bed, with his thin white hands outside the coverlet, his mother seated by his side, gazing on him with affection and anxiety, anticipating his slightest movements; and then, although I knew that it could not be, and that I should never see the dear ones again, I prayed with my whole heart that I might see my boy once more. Then I grew calm and resigned; the world had passed away—I was waiting, as it were, to die. Suddenly, and as distinctly as ever I heard human voice in my life, I heard the voice of my boy at my side, calling to me briskly and cheerily, "Strike out, father—strike out!" Turning my head quickly, I saw my boy at my side; the golden curls of which we were so proud shone like a flood of light on the dark waters, and the bright blue eyes, so full of his own and his mother's tenderness and love, were fixed on mine in hopeful encouragement. Laugh, and scoff, and doubt as you will, to me it was the most real experience of my life. I saw my boy—I felt his presence—it nerved my heart and my arms, and I battled with the waves as I had not done before; and whenever my arms seemed to tire, or my spirits to droop, the cheery voice of my boy sounded in my ears, "Strike out, father—strike out!" How

long this lasted—how far I was carried by the currents—I shall never know, but presently I seemed aware that the waves were moderating, and that the fury of the storm had passed. The fact was, I had drifted into one of the numerous bays that are to be found on the coast of Madagascar, and here the waves at last flung me on shore more dead than alive. Here I was discovered by some friendly natives, who nursed me until I recovered strength. Then a passing ship, touching at the island for water, gave me passage home. At Liverpool I learned that the *Harriette* had not been heard of, and the probability is that she foundered, with all hands, in the storm from which I so marvellously escaped. On my arrival at my home I found my little family in grief and tears—for they had heard rumours that the vessel I sailed in had been lost, and my darling boy, the pride and hope of my life, had died and was buried. When we were calm enough to talk over all the circumstances of his illness and death, and my wife could shew me the lock of golden hair that she cut from his fair forehead when lying in his little coffin, she also told me that the night he died, although he had not spoken for many hours, he suddenly raised himself in bed, and with eyes fixed on vacancy and arms outstretched, exclaimed, "Strike out, father—strike out!" This he repeated over and over again, and with those words on his lips his spirit passed away.

**ALLEGED CRIMPING.**—At the Liverpool Police-court on October 22, before Mr. George Behrend and Dr. Costine, magistrates, Isaac Smith, a runner in the employ of a Liverpool outfitter, was summoned under the 238th section of the Merchant Shipping Act for going on board the ship *Principality* within 24 hours of her arrival in the East Waterloo Dock, for the purpose of soliciting the crew to go to certain boarding-houses. Mr. Tongue supported the information, and Mr. Entwistle appeared for the defendant. A river police constable stated that he saw the defendant go on board the vessel within the specified time after her arrival in dock, and heard him offer to find apartments for one of the crew; and the evidence was corroborated by a licensed porter. The captain said he had given the defendant permission to come on board. Mr. Entwistle, for the defence, urged that the defendant was on board the vessel for the lawful purpose of obtaining orders for his employer, an outfitter, and that he was there with the full permission of the captain. He was not connected with any boarding-house, and he absolutely denied that he went to solicit on behalf of any boarding-house keeper. The case was dismissed.

**ACTION BY A MATE.**—At the Liverpool County-court, October 21, Alfred Thurstan Paine, late chief officer of the ship *Badsuorth*, sought to recover from the owners of the vessel. Messrs. William Wheatley and Co., the sum of £13 18s. 3d. for wages and board. Mr. Pickford (instructed by Messrs. Thornley and Cameron) appeared for plaintiff, and Mr. Stewart (instructed by Messrs. Simpson and North) were for the defendants. The plaintiff's case was that on the 7th of July last, the *Badsuorth* being at Fiume, and he being chief officer of her, he was required by the owners to leave her and proceed to London to give evidence in a salvage case arising out of an accident to the vessel in the previous February. He accordingly proceeded to London, having first signed his discharge from the vessel. He left his clothes and instruments behind him, as the defendants, though they paid his fare overland, declined to pay for the conveyance of his luggage. The trial came on upon July 17, and after it was over the defendants tendered him 10 days' pay at the rate of 6s. a day—£3. The plaintiff, however, contended that this was inadequate, inasmuch as he had to support himself during the period involved, whereas on board ship his board would have been found. On behalf of the defendants, who now paid £4 6s. 9d. into court, it was contended that the plaintiff, having signed a release at Fiume, could not claim wages since that date, and that the sum offered was sufficient. The jury gave a verdict for the plaintiff for £7, in addition to the amount paid into court.

## CORRESPONDENCE.

## HOW IT IS DONE.

To the Editor.

DEAR SIR,—As to the question of loss of life at sea, the loss of vessels, and the recovery of the insurance, I have heard and read a great deal, but as to the manner in which the business is conducted I have not heard or read anything. Yet a leaf out of some of my old logs might be, if not instructive, at least amusing, so I conjure up some of my past experiences in the Irish coasting trade. It is an old saying that custom becomes law, and, taking that as a maxim, people believe that dock officials are *sans reproche* with regard to letting ships out of dock or away from port in an unsafe or unseaworthy condition, and if the vessel is lost after leaving a port, the master stevedores, who are in many cases in the employ of the dock company or dock master, are called as witnesses, and I have known their evidence taken as conclusive, as from impartial and likewise disinterested witnesses. Now these worthies and all the employes about the docks—in a coal loading port I mean—say Garston, Glasgow, and Newport, which carry on a large Irish trade—realise a larger stipend from the steamboat owners than they do from their employers, therefore they take as much interest in sending a boat in and out of dock as if they were one of the company. I had a run across to Newport once, and mooring ship I had some words with one of the officials; and I afterwards mentioned the matter to a friend of mine, master of one of the Cork boats. "Oh! don't mind him," said he; "he is only a goose, and a few groceries." "What do you mean?" I inquired. "My verdant friend," said he, "I will enlighten you, for fear you might be forced to come into this trade, and I would not like to see an old shipmate laughed at for his verdure. When Christmas comes the dock-master gets his Christmas-box—one goose, one turkey, one keg of whisky, one  $\frac{1}{2}$ -cask of  $\text{XX}$ ; deputy receives one turkey, half-a-dozen LL, John Jameson I mean, and the man you spoke to me about receives one goose and stuffing for same. Why, when my mate speaks to me about one of them, he says 'the Goose wants you sir,' or 'the Turkey is hailing, sir.' But if it is the head boss, he says, 'Turkey Buzzard wants you, sir.' If it is only a gateman, he says, 'one of the Goslings wants his tip, sir.' Now, to give you an insight into the way boats are sent out of dock, say, for instance, one of the Dublin Screw Colliers comes into the dock, all the coal tips are taken up, captain jumps on shore, hunts up Mr. Goose, gives him an extra shake-hands—that means 5s.—and as soon as possible there is a clear tip for her to load. By this time half the tide has gone, but out she must go; the crew in the meantime are employed painting, or, as I heard one of the mates expressing it, 'Laying on a bit of payent.' I will never forget the scene I witnessed one day on an occasion like that which I am trying to depict. The men were as usual outside 'paynting,' and the coals were teeming in when, down comes the captain, and called the mate on shore to inspect the work. Now anything like the expression on the mate's face as he gazed on the triumph of art successfully executed my friend and I never witnessed except on a business card I have seen in a grocer's shop, where a monkey starts the cork out of a bottle of sham. My brave, I had beautifully depicted a scene from memory, which was a hurricane off of the Mauritius, with white paint and coal dust on the half-round. Never mind, it is tide-time; put away the paint, and heave her down to the dock gates, land the coal trimmers on the pier head, bid Mr. Turkey Buzzard good-bye, and away down the river, and three or four tired-out sailors must finish the very hardest part of the loading, which 10 or 12 trimmers are after leaving undone—sometimes one or two, or as far as three, waggons of coal lying over the hatches. How is it to be done? Why it is never done. The coal is levelled down as near as possible, and an old tarpaulin fastened over it to prevent water from going into the hold. That boat must cross the Channel and make a passage through the very worst parts of it, with the results—sometimes seen, as in the case of the *ss. Florence*, and perhaps many others which may never come to light—that boat goes to sea overloaded, and in that unsecured state before all their officials, and that often in the noonday, and no remark passed. If she is lost, or an accident happens, and any of these officials are called as witnesses, they are impartial. Why, it is an insult to the understanding of any man with a grain of common sense to hold him to entertain such an idea for



single moment. The captain must get his 15s. or £1 per trip, and the dock officials must get their tips all round as often as possible in the week at any risk."

JOHN DENCH.

87, Marlboro'-street, Dublin,  
October 15.

LOOK OUT.

To the Editor.

MR. EDITOR,—Allow me a small space in our clipper SEAFARING to let you know the conduct of a Dundee shipowner. On Saturday, October 12, the Dundee steamer *Nellie*, belonging to Mr. Taylor, arrived at Montrose with a cargo of battens. The crew of the vessel were all Union men, and signed in Sunderland. They were paid off on Monday under the impression that they would be allowed to sign the next day. On Monday forenoon, however, a crew composed entirely of foreign sailors arrived in Montrose from the Scandinavian Home in London, with a man with brass buttons on his coat and S.H. on his cap. I found that his name was Wilson, a runner for that home. On Tuesday the chief officers and engineers signed in the shipping office, and after they were signed the shipping master went down to the steamer's cabin and signed the firemen for £4 10s. and the sailors £4 per month. Mr. McKendrick, our district secretary, arrived here on that day, and we went to the crew to try and get them ashore, and told them that we would send them back to London, if they would come on shore. They went to the captain and gave him notice that they would leave in 24 hours. On Wednesday I went on board, after their 24 hours' notice was up, and I went to the captain and told him that I was going to take the crew ashore if he did not give them the Union rate of wages. The captain told me that he was going to the shipping office with the crew to give them 10s. more a month—the Union rate. They are all non-Unionists, but they are going to join the Union when they come back from the Baltic. So, branch secretaries, keep a look out for ss. *Nellie*, of Dundee.—Yours, &c.,

JOHN WOOD,

Secretary of Montrose and Arbroath Branch  
of N. A. S. and F. U.  
Montrose, October 16, 1889.

ABOUT MASTERS.

To the Editor.

SIR,—The highest authority I know on Board of Trade examinations is Mr. Thomas Gray, C.B., assistant-secretary of the Marine Department. In his evidence before the Royal Commission on Loss of Life at Sea, being asked (5715): "Do you not think that some re-classification of masters is necessary, so that the term master mariner should not imply as it does now, in common parlance, the skippers of schooners and the captains of our large and important passenger ships?" His answer was as follows:—

"I think that very great good will result from the consideration of that point by this Royal Commission. I think that the classification of masters and officers wants entire re-arrangement. It was all very when the Act was passed, in 1854, and when the majority of the ships were wooden ships of the old sailing ship class, but I think that the safety of life in the present mercantile marine would be very greatly improved if a re-classification were made. At the present moment everybody is a captain. . . . You might call captain the man who could pass in the subjects of our present extra examination (1885), and he alone should be entitled to command those large passenger ships. Then you might call the others commanders or master mariners, and so on down to the skippers. . . . It would raise the status of the mercantile marine all through, and I think that would be a very good thing."

Probably this will have more weight with your correspondent "Answerer" than any opinion of mine would respecting the questions he has asked me. His letter is by no means an easy one to answer without going at great length into details; but though he has mutilated my letter, and ascribed to me statements I certainly have not made, and though I cannot agree with him in some of his views, there is a good deal in his letter worthy of consideration, notably, "If he won't drive, another one will." Unseaworthy ships could not be sent to sea if there were no masters to take them. Often enough, if I wanted one, I could get a man with a master's certificate for little if anything above the wages of a fireman.—Yours respectfully,

INQUIRER.

THE TREATMENT OF SEAMEN.

To the Editor.

DEAR SIR,—I am highly satisfied by the way that things have been carried on at the conference, but I might say a few words about the speech of Mr. Bradlaugh, where he referred to the Act of 1880, which would embody the British seamen when they would have come under the Liability Act, when a voice says "A good job." I would like to know how that individual would have felt if he had been placed in the same position as a member of the South Shields Branch, who signed articles on an oil tank and went on board at the proper time, as a true Trades Union man ought to do, and when going down the fore-castle, which was very dark, and the fore peak hatch being off, he fell down and broke his ribs, and for his punctuality he was dragged on deck and laid on the fore-hatch, while the ship proceeded down the River Tyne out to sea to run the measured mile, adjusted the compasses, and the excursion party enjoyed their dinner with all the luxuries of the bloated aristocrats, then returned to her moorings. Then our member was taken to a hospital at 7 p.m., and the accident happened at 7 a.m.; and I would like to know how that individual who said "a good job," would feel under those circumstances?

D. C.

HELP THE WIDOWS.

To the Editor.

DEAR SIR,—Permit me to gratefully acknowledge the following donations in aid of the bereaved widows and orphans of our members who were lately drowned under distressing circumstances:—

	£	s.	d.
Per A. Cowie, Esq., SEAFARING—			
J.N. . . . .	0	5	0
Per Mr. Jas. Moodie, Burntisland—			
Captain Cameron, ss <i>Loch Garry</i> . . .	0	4	0
Officers and crew do . . . . .	0	9	6
Captain Grovera, ss <i>El Dorado</i> . . .	0	3	6
Officers and crew do . . . . .	0	11	6
Captain Martin, ss <i>Rosary</i> . . . . .	0	5	0
Officers do . . . . .	0	5	0
Mates and Engineers ss <i>Loch Katrine</i> . .	0	6	6
A Friend . . . . .	0	3	0
Per Charles C. Byrne . . . . .	0	12	6

Amount to date, October 14, . . . £3 5 6

I trust that all secretaries will follow the example of Mr. Moodie, and endeavour to make some provision for the helpless ones. I must also thank Mr. Moodie for his prompt and unvarying attention to all business communications. In the past fortnight he has caught and dealt with two crews of "blacklegs," about whom I advised him by letter. It would be well for the Union if every branch possessed a secretary as prompt and decisive in action as Mr. James Moodie.—I am, dear sir, yours in unity,

CHARLES C. BYRNE.

THE ENGINEER'S EXAMPLE.

To the Editor.

DEAR SIR,—Seeing "A Sensible Wife's" letter in this week's issue of SEAFARING, I, as secretary of the Officers' Union, think our ships' officers now ought to wake up to their interests. As "A Sensible Wife" remarks, it is a crying shame for the first officer of a ship to be paid less than the second engineer. But don't let us rave about the engineer's pay; it is not just on our part to do so. For God and man knows that if the shipowners could lessen the engineer's pay they would gladly do it. But here comes the difficulty; engineers are men with sound judgment on shore and uphold and pay into their engineers' club or union; thus by upholding their union they uphold themselves as men and gentlemen. Then, again, if a Union engineer wants £18 or £20 per month, as the case may be, he is fully confident that if he even does not get the job, some other Unionist will, but still the figure will remain the same. Now, Mr. Editor, this is not the case with our masters and mates. I should be sorry to say that there was no principle amongst them, but there has up to a very short time ago been no union amongst them, and therefore nothing else for them to do but to undermine one another. For instance, one mate offers his services to a shipowner or shipmanager at, say, £8 per month, but how often have they been told, "Oh, no, we cannot give that amount," when up steps another poor fellow, quite hard up, with a hungry lot of bairns at home, house-rent and unpaid debt hanging all round him. He must take the berth at almost any price, so that he may keep starvation from his door. Now this state of things does not exist amongst the engineers, for they are organised and work in union as one man.

I am confident it is not because their labours are better appreciated by shipowners that their wages are so much better than our mates. Yes, and even better than the masters in some cases. Now, encroaching a little more with Mr. Cowie's kind permission, let me ask who is the next best man to the captain if an emergency occurs? Let me ask, if the captain gets injured or dies at sea or abroad, will the owner telegraph out to a foreign port and tell the chief engineer to bring the ship home; or will any of our naval captains or British consuls send for the chief engineer and authorise him to take command? I think not. Yet our mates make a fellow sick to hear them harping on the engineers having twice as much pay as they are getting, and depend upon it the engineers will ever have better pay if our deck officers don't organise and work to better their own condition upon the sea. The Union is started for ships' officers. Let's hope to see the officers come forward like men, and "organise and unite" in one body like men, and don't let me have to witness any longer what I have already witnessed this summer in Tyne Dock, namely, second mate's wages £5 10s., donkeyman's wages £6; and as one mate of a West Hartlepool boat wrote me a few weeks ago: "The donkeyman's wages and overtime this voyage far exceeds mine as chief mate, but I don't envy the man, for I am heartily glad that his Union can demand it for him—yes, and get it."—I beg to remain, yours in unity,

GEORGE T. LUCCOCK,

Secretary, Shipmasters' and Officers' Union,  
33, Market-place, South Shields.  
N.B.—Entrance fee of the above Union was raised to 5s. on October 1, 1889, and will be raised from time to time.

ANOTHER BLACK SHEEP.

To the Editor.

DEAR SIR,—On Thursday, 10th inst., two firemen from Kirkcaldy were shipped on the ss. *Rosary*, a weekly boat. One of them, James Dick, No. 287 in this branch, on receiving a line from the captain to enable him to procure stores, went to a grocer and succeeded in obtaining 10s. in cash, besides provisions, on the strength of his keeping his agreement and proceeding to sea in the ship. Instead of going on board he went to the station with his bag, intending to abscond by the 5 p.m. train. Fortunately, I happened to be on the platform, and divined his purpose, so I pulled him back and detained him. I made him disgorge his plunder, and sent him to the right about. I now regret that I did not hand him over to the police and have him prosecuted for fraud. This is what I will do with the next "black sheep" who disgraces the Union in this manner. However, he will be severely dealt with by the branch, and I do not think he will have it in his power to bring discredit on Burntisland again.—Yours in unity,

JAS. MOODIE.

Burntisland, October 14, 1889.

THE GRIEVANCES OF LIGHTSHIPMEN.

To the Editor.

SIR,—I have noticed lately some correspondence in SEAFARING on the above, and hope you will find room to insert a few remarks on some grievances which as yet have not been touched upon. Some years ago, when things were not as brisk as they are now, I belonged to a lightship on the Yarmouth district, so I can speak from my own experience. There is a great deal to be said both for and against the service. In my opinion the great wrongs are (I am speaking of the Yarmouth district principally): First, that the reliefs are the last thing thought of; in fact, any work stands before them: even if the boat did go on the relief at the proper time, there were very often buoys to lay, and in fine weather—in summer—a good many to paint. In such cases a man might be relieved from his ship, and then be knocking about at sea, instead of going home, as if two months at a stretch were not enough at sea without wanting to do a fellow out of a few days out of his month ashore. Of course, I don't allude to necessary work, such as a buoy out of position or the like. Second, when on shore the lightmen had to take their turn to man the steamboat for sea trips, also to make up the number if any of her own crew were on the sick list. This in my opinion, and I may say that of a great many more, used to be a special grievance. There was certainly extra pay as well as extra "chuck," but a good many would rather have had their time ashore. A crew for the boat was petitioned for on several occasions and refused, and in that case as in all others where a man ventured to speak, his only satisfaction was being

told: "If you don't like it, leave." This advice, of course, could not, as a rule, be acted upon, especially by lamp-lighters and men who had served for a long time; and believe me, this was pretty well known by the "gods." I for my part call this nothing more nor less than the sweating system carried out in a more aristocratic manner. Third, the men who were shipped had to be under 28 (this has now been extended to 32); such a life as this is a great tie to a young man. It is a common thing to hear an outsider say to a lightsman: "What! home again for your holidays?" Three-fourths of the public are ignorant that a lightsman ashore has to work from 8 a.m. to 5 p.m. from March 21st to September 21st, and the rest of the year from 8.30 a.m. to 4.30 p.m.—each time ashore he gets two days' liberty. Of course work *must* be done, but when there is not much to do, I think the chaps might be knocked off instead of waiting for the regulation time. If such were the case, I am sure that all would work with a will and quite as much would be got through, and then a poor devil would get a chance of spending a little more time with his wife and family. This is the principal part of the lightsman's grievances ashore. Of course there are minor ones. His life on board his respective ship depends mainly on the temper, &c., of his officers; but of this I will not speak more fully, as for the short time I was in the service I was fortunate to get a good ship and good officers. But it is quite in any officer's power, if he is so minded, to make his ship a hell afloat, and yet not be exceeding the regulations, which were probably drawn up in the time when Captain Noah was fishing. The advantages are briefly—regular wages, though small, certainty of promotion, *very* slow, say about a quarter of a century for mate, and not being far from one's own home. I could write a deal more, but must not encroach, but should like to recommend those who have lately been filling the papers with their remarks on the "Battle of Life," to go in a lightsman and battle with the cursed monotony of a lightsman's life.

WRECK BUOY.

#### SEAFARING AND UNIONISM.

To the Editor.

DEAR SIR,—In perusing the columns of our organ, SEAFARING, from week to week, there is always something fresh springing up from some source. Last week I noticed a letter from Mr. P. A. Tyrell, of Dublin, and I think the suggestions which he gives to the different Trades Unions of this country, if acted upon, would tend to give light to the general public as to the way in which the seafaring class, as well as the artisans, are overworked and underpaid, and I hope that all trades who have no organ of their own to vent their grievances, will rally round and support our gallant little craft SEAFARING, for I am sure her skipper would do all in his power to make room for them. Mr. Editor, it has also given me great pleasure to think that Mr. P. A. Tyrell is still at the guns yet, as he was one of my best friends in Dublin when I was there last February opening the present branch of our Union, and with myself brought before the Trades Council and the Lord Mayor (Mr. Thomas Sexton, M.P.), the way in which the fire brigade were drawn up in parade order, in their quarters in Wynd Tavern-street, under Captain Boyle (ex-policeman), of Phoenix Park bludgeon fame, and Lieutenant Byrne (an old fogey), for the purpose of deterring them from joining the Seamen's Union, and even had the audacity to tell them to be ready for instant dismissal. Hoping I have not transgressed too much on your valuable space, and wishing the Dublin branch success in future, as it has had in the past,—I remain, yours in unity,

JOSEPH McKERNAN,

Outside Delegate Glasgow Branch Sailors' and Firemen's Union,  
13, James Watt-street, Glasgow,  
October 8, 1889.

#### SHIPOWNERS AND SEAMEN.

To the Editor.

DEAR SIR,—I notice in the great shipowners' paper, the *Shipping Gazette*, October 2, that the shipowners are about to form a Union which is to resist, by mutual action, any excessive or unfair demands of seamen or their organisations upon shipowners. This new society is to be called the Shipowners' Association of Great Britain, one of its objects being to confer with the representatives of the seamen to adjust any question of difference which may arise. Well, Sir, I quite agree with that, and should only be too glad if justice could be obtained by those means. I am

no advocate for strikes or they are always the cause of a large amount of privation to our class. But although I am one of those deluded seamen to which the editor of the *Shipping Gazette* makes reference, I contend that if we cannot get our rights in any other way, we must strike by all means. The editor goes on to say, "No doubt the recent strike of the sailors and firemen was most severely felt by the shipowners." Well, we know that, and the shipowners, more especially; but I would like to point out that it was a mere flea bite compared with what may be expected in the future, for the next time we come to ask justice at the hands of the shipowners, we shall not come alone, but in such strength as to completely paralyse the trade of the whole country; then we shall see if the shipowners dare to carry out their threat of laying off the shipping.

During the strike it was said by Mr. C. H. Wilson, M.P., that if the dock labourers came out with the seamen he would lay up his ships until they were tired. Does Mr. Wilson think the seamen are still the ignorant, deluded class they were years ago, and that they cannot see through this flimsy threat? What about the foreigner that Mr. Wilson was whining about only a short time ago, when he said they were building ships to an alarming extent? Do you think, my brothers of the deluded class, that the foreigners will keep their cargoes on the quays waiting Mr. Wilson's sweet will to fetch them when they have ships of their own that can do so? Mr. Wilson knows better than lay up his ships; but, of course, poor simple Jack is expected to believe anything. There are plenty of English firms who would be only too glad of the trades that are run by the Wilson Line. The editor goes on to say that during the strike the Liverpool shipowners combined, and temporarily utilised the old Cunarder *Atlas* as a receiving-house for those men who desired to act on their own responsibility. Well, I am surprised at the editor mentioning the above subject, for never in the annals of history did a more mean, contemptible set of curs disgrace the decks of a British ship. Men—excuse the word—picked out of the lowest slums in Liverpool and other large towns, a great many of whom had never been at sea in their lives, these same individuals were shipped as "able seamen" and firemen and because they served the dirty ends of the shipowner, they are to be held up to the public as genuine "seamen" who wished to "act on their own responsibility." This Shipowners' Association is also going to establish convenient centres in the principal ports where independent British and foreign seamen can make enquiries as to shipowners requiring seamen for their ships, and receive information and advice as to employment. Now what is meant by the independent British and foreign seamen? I should say the same class who acted on their own responsibility during the strike, for the greater part men who, being incompetent to perform the duties of a seaman, are not eligible to join our Union. Then there is the class that have not got the sense to understand what is for their own good. It strikes me very forcibly that those so-called independent men of the shipowners will have gay times of it before long. We have been blamed for coercing men to join the Union. Well, sir, I have been guilty of that grave offence myself, and shall be again. The capitalist can coerce poor Paddy, therefore why should I not be allowed to coerce a seaman into doing good for himself when he has not the sense to see it, for I hold that any man who does not join our Union is either lacking in the ability or else has not the sense to do so. The editor refers to the London strike, and in doing so he says, "No sooner did the dock labourers cease work than the butchers, bakers, and candlestick-makers followed suit." Well, all I have to say is, all honour to them for doing so, for it not only shewed sympathy with their fellow-toilers, but it also shewed that in future one class of labour will help another. The advance asked by the dock labourers was a mere pittance, and the dock companies can well afford to pay it. Even the kind shipowners said they had a right to the advance asked for, because it did not affect their pockets. When the seamen went on strike that was a different thing altogether. It was said that we wanted a hard and fast scale of wages throughout the country. We wanted no such thing, but we do want a fair share of the prosperity of the country. Trade is better than it has been for years; then why should not our wages improve as well? The shipowner will be ready enough to cry out for a reduction should there be a depression in trade. Hoping I am not encroaching on your valuable space,—I remain, Sir, yours, &c.,

THE MAN WITH A CARPET BAG.

#### CHEER UP!

A correspondent sends us the following lines:—

Come cheer up my lads,  
Let your hearts never fail,  
Be true to your leader,  
And we'll weather the gale;  
'Tis not for bloodshed  
You're called on to fight,  
'Tis for justice and fair play,  
Right against might.

Then be true to your leader,  
And join heart and hand,  
For divided we fall, boys,  
United we'll stand.  
Then be true to your leader,  
Let him call not in vain,  
If you pull all together,  
Your rights he'll maintain.

#### LABOUR DISPUTES.

The United (London) Dock Labourers' Strike Committee have prepared a petition to the Home Secretary praying for the release of the men sent to prison during the late strike for intimidation, and the committee appeal to the general public to assist them once more by signing the petition.

A first preliminary meeting of the Co-operative Lightermen's Association was held at the Bridge House Hotel, London, last Wednesday night. It was decided to at once issue a prospectus and raise the necessary capital to carry out lighterage on co-operative principles on a large scale. It was stated that already several good offers of craft and capital had been made, and it promised to be a great success. A committee was appointed to carry out the scheme.

The dock labourers of Bristol struck last Tuesday for a uniform rate of wages of 5s. per day, instead of 4s. 6d., with an hour for dinner all the year round, instead of half an hour during the winter months; the winter hours of labour to be from 7 to 5, with 20 minutes' allowance in summer, and the summer hours of work to be from 6 to 5.

All the dock labourers, the corn porters, and deal runners, to the number of 1,400, were idle at Bristol on Wednesday, and the grain and other ships were deserted. The dock labourers and deal runners had their demands conceded, but remain out till the corn porters are satisfied. The merchants have made substantial concessions, but their terms have been refused. The agitation has now spread to many other industries, including the cotton works, soapworks, lightermen, railway goods men, and a strike on a still larger scale is expected.

An application by 7,000 hands employed at the Crewe works of the London and North Western Railway Company for an all-round advance of 2s. has met with a refusal.

A dispute has arisen between the masters and the boiler makers, fitters, and turners belonging to the Union, employed at the various engineering establishments in Liverpool. They demand to be paid at the rate of time-and-a-half for overtime.

Great activity is being manifested amongst almost all classes of Jewish workers at the London East-end in the formation of trade unions with the view, following the example set by the tailors, of obtaining shorter hours. The workers affected consist of boot-finishers, watchmakers, cap-makers, furriers, stick-dressers, last-makers, and bakers. The Jewish bakers are forming themselves into a separate branch of the Amalgamated Union of Bakers, and they are holding meetings nightly and enrolling members, so as to be prepared on November 9, to join in a general strike of London bakers, in the event of the demand for a ten-hour day not being conceded. At the same time they will form part of a Jewish Trades Council, which it is proposed to establish for the benefit of Semitic workers of all kinds in the East of London, and which is deemed to be necessary owing to the fact that the Jewish workers for the most part are unacquainted with the English language. One of the objects of the council will be to pass a rule, enforceable upon every affiliated trade union, that, although all Jews belonging to the various trades at present working in the East-end may be admitted into the respective unions, yet that when these are fully established only workers possessing a certain amount of skill shall be entitled to join. This, it is expected, will have the effect of arresting the flood of Jewish immigrants who have to pick up a trade when they arrive here.

Another ship canal is projected—that uniting Berlin with the Baltic.



## GOT CERTIFICATES

As Masters and Mates, week ending October 19, 1889.

Note.—Ex. C denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board
Curtis, Edward Jno.	2 M	London
Rollin, Fredk. Chas.	2 M	London
Biddlecombe, Jno.	2 M	London
Cole, Ernest B.	2 M	London
Smith, Harry Sidney	2 M	London
Drake, Benjamin Walter	2 M	London
Birch, Chas. W. M.	2 M	London
Harris, Benjamin O.	1 M	London
Diver, Wm Geo.	1 M	London
Carlile, Jno. Hy.	1 M	London
Roberts, Jno.	O C	London
Moore, Richd. Wm.	O C	London
Jinman, Jas. Webster	1 M ss.	London
Evans, David Thos.	2 M	Liverpool
Morris, Jno. Ernest	2 M	Liverpool
Ryan, Jos. W. A.	1 M	Liverpool
Evans, Evan	1 M	Liverpool
Clawley, Thos.	1 M	Liverpool
Spring, Jno.	O C	Liverpool
Clements, Wm. Hy.	O C	Liverpool
Rawlings, Ed. Spencer	Ex-C	Liverpool
Wilson, Jas.	O C	Liverpool
Pugh, Jno.	O C	Liverpool
Scott, Wm. Geo. R.	2 M	Plymouth
Jenkin, David Jas.	O C	Plymouth
Imlak, C. B.	O C	Aberdeen
Cameron, Jno.	O C	Aberdeen
Black, W. M.	O C ss.	Aberdeen
Coe Dudley	2 M	Bristol
Makepeace, Frank	1 M	Bristol
Davis, Alfd.	O C	Bristol
Jones Phillips, Richard	2 M	Dublin
Moston, Hy. G.	2 M	Dublin
Morgan, Chas.	1 M	Dublin
Williams, Wm. Jno.	1 C	Dublin
McCleary, Andrew	O M	Belfast
Warneck, Robt.	1 M	Belfast
Jeffrey, Robt. Clark	2 M	Dundee
Boyd, Jno.	1 M	Dundee
Geddes, Alexr.	1 M	Dundee
Burman, Wm.	1 M ss.	Newport
Williams, Jenkin Owen	O C	Newport
Griffiths, Griffith Owen	O C	Newport
Clark, Jas.	2 M	Leith
Anderson, Chas.	1 M	Leith
Miller, Wm. Alexr.	1 M	Leith
Oughton, B. C.	O C	Leith
Hansen, H. A.	O C	Leith

## HOME TRADE.

Jones, Wm. Edwd.	M	London
Murphy, Wm.	M	London
Hetherington, Jonathan	C	Liverpool
Bell, Jno.	C	Liverpool
Robinson, Geo.	C	Glasgow
Morton, Jno.	M	Dublin
Charters, Thos.	M	Leith

## ENGINEERS.

Note.—Ex. 1 denotes Extra First Class; 1, First Class; 2, Second Class.

Strachan, Wm. Marnie	2	London
Douglas, Jas.	2	London
Kemp, Wm. Bowman	2	London
Forder, Frederick Emory	1	London
Backwell, Geo. Wm. Ex. 1	1	London
Tier, Arthur	2	London
Hulme, Chas.	2	Liverpool
Carnegie, Chas. W.	2	Liverpool
Rennie, Robt.	2	Liverpool
Ashmore, Geo. Hy.	2	Liverpool
Anderson, Thos.	1	Liverpool
Rankin, Jno.	1	Liverpool
Chapman, Joseph Richd.	1	Liverpool
Pease, Jno. C. Scott Ex. 1	1	Liverpool
Lang, D. M. J.	2	Cardiff
Collingwood, Albt.	2	Cardiff
Leaver, Jno.	2	Cardiff
Hopkins, Thos. Jas.	1	Cardiff
Bach, F. G.	1	Cardiff
Colverson, Henry	2	Glasgow
Glen, Peter	2	Glasgow
Ablett, Henry Walter	2	Glasgow
Spiers, Archibald	2	Glasgow
Cable, Albt. Stanley	2	Glasgow
McRoberts, Thomas	2	Glasgow
Goudie, Andrew	2	Glasgow
Stewart, Jas. Wm. R.	2	Glasgow
Dunn, Robt.	2	Glasgow
Fairley, Alexr.	1	Glasgow
McMillan, Daniel	1	Glasgow
Rule, Jno.	1	Glasgow
Todd, Robt. Fraser	1	Glasgow

Lamont, Thos. Welsh	1	Glasgow
Griffith, Richd.	2	Bristol
Service, S. H.	2	Sunderland
Samuel, Jas.	2	Sunderland
Barton, A.	2	Sunderland
Clark, J.	1	Aberdeen

## WHOLESALE MURDER.

A public meeting was held last Tuesday night in the Gilfillan Memorial, Dundee, got up by the local branch of the Sailors' and Firemen's Union. Mr. C. C. Maxwell was called to the chair, and there were also on the platform Mr. Wilson, general secretary of the Union; Mr. McKendrick, secretary of the Dundee branch; Mr. Darby, secretary of the Glasgow branch; Mr. Byrne, secretary of the Grangemouth branch; and Mr. Smith, of Maryport branch of the Union. The Chairman having made some remarks,

Mr. Wilson, general secretary of the Union, addressed the meeting. He complained of the paucity of the attendance, and asked where were their members of Parliament, or the members of the Town Council? (Hear, hear.) Had they no interest in the seafaring population of this city? He advised them to go round the slums of our great cities and seek out the widows and orphans whose bread-winners had been sacrificed by the worship of Mammon by sending ships to sea to go down in order that the owners might get the insurance. (Applause.) The question he had to deal with was the "load-line." He assured them that although Mr. Plimsoll had been successful in carrying a bill enforcing a "load-line," the owner was not compelled to mark the load-line on the side of his ship but had it in his option to put it on the funnel or the mast, or anywhere he pleased. (Laughter.) The load-line was a delusion and a farce. The average loss of life at sea for the last nine years was about 2,500 per annum. These lives were sacrificed every year in order to satisfy the greed of unscrupulous shipowners. He then proceeded at some length to state how vessels were systematically overloaded, and sent to sea in an unseaworthy condition, and that while the owner had the vessel, the freight, the stores, and the wages insured, so as to make a profit if the ship were lost, the sailors' lives were not only endangered, but their pay was stopped from the time the ship was lost. He also complained that vessels were badly built, and the rivet holes in many of the iron ships had been filled up with cement and painted over. He concluded by expressing the hope that the agitation now begun in the country would have the effect of urging the Government to appoint a representative committee to fix a compulsory load-line. (Applause.)

Mr. McKendrick then moved the following resolution: "We, the inhabitants of the city of Dundee, in public meeting assembled, urge on her Majesty's Government the necessity of appointing a representative committee of shipowners, shipbuilders, Board of Trade surveyors, and seamen to draft a scale of freeboard, in order that a compulsory load-line may be fixed, and that vessels be sent to sea in accordance with the rules laid down by that committee, as we believe that numbers of ships and many valuable lives are lost by overloading; and, further, we urge that prompt action may be taken in this matter, so that the report of the committee may be ready in time to permit of legislation taking place during the ensuing session of Parliament."

Mr. McKendrick, in proposing the resolution, referred to the old style of wooden ships, some of which sailed on the top of the water and others under it. If they sailed on the top it was all right, and if they sailed far enough under the unscrupulous shipowner banked a tidy little sum. Yet he did not see what good they could do with money so earned. Certain it was they would not go to Heaven with it, for they would not be allowed to enter; and if they went to the other place, their money, if in paper, would not be sufficient to singe them. The ship most popular with shipowners at present was like a flat-iron with the handle knocked off.

Mr. Darby, in seconding the resolution, referred in strong language to the havoc effected by overloading. Wives and children had their bread-winners ruthlessly and needlessly torn from them, all through the greed and avarice of shipbuilders and shipowners, who pacified their consciences and thought that they would escape eternal damnation by contributing to some church or other.

Mr. Byrne, who supported the resolution, gave two instances, not of overloading, but of badly-built and dangerous ships. In one case, after the ship had been built, he was told by one of the

riveters that some of the rivet-holes were filled up with putty and painted over. That ship had gone away and had not been heard of since. The second ship, which was built in much the same manner, had left only yesterday. Mr. Byrne said he was prepared to give the names of the owners of these ships if called upon to do so.

Votes of thanks having been given to the chairman and Mr. J. H. Wilson, a most successful meeting was brought to a close.

## BILGE PUMPS.

At a meeting of the Institute of Marine Engineers, held in the Langthorne Rooms, Stratford, October 10, a paper on "Bilge pumps and their connections" was read by Mr. Wymer. The meeting was presided over by Mr. W. J. Craig. Mr. Wymer, in the opening portion of his excellent and practical paper, referred to the importance of the bilge pump, and the great difficulties frequently experienced at sea in keeping the rose boxes clear, when, through stress of weather, the water accumulates in the bilges; the danger to the vessel becomes so great that it is often a very critical time for both ship and crew. In these days more attention is paid to the bilge connections in all steamers, but in the early days of steamships it was a source of great worry and hard work to the engineers to keep the bilges free from water; even yet, in other than the leading lines of steamers, the style of bilge pump and its connections are frequently in very bad state and of faulty design. No doubt many valuable lives, as well as ships, have been lost for want of a good bilge pump or owing to a defective arrangement of pipes and connections. The pole style of pump plunger is the worst form possible for a pump which has to lift water from any distance below the level of itself, and frequently the care and attention of the engineer, when in a gale of wind, is almost wholly devoted to the bilge connections, and in many cases the engineer on watch has to strip himself and crawl below the platform into the bilge, in order to clear the roses; thus compelled to leave for the time being his other duties in the engine room. Mr. Wymer shewed a design of mud box, which he would advocate for all steamers. In place of engineers having to go down into the bilge to clear the roses or pipes, the mud box should be placed on the engine-room platform with a pipe leading direct to the bilge having an open end and no rose, the perforated plate and reservoir for the debris being in the mud box on the platform, where it could be examined and cleaned readily, and from where also the direct pipe could be examined and cleared of any solid obstruction by means of a rod. The discussion which followed the conclusion of the paper was maintained by Messrs. J. McF. Gray, James Adamson (hon. sec.), Sommerville, Rowe, Hawthorn, and Bruce, in the course of which several experiences were detailed illustrative of the serious defects which have existed and still exist in the bilge and ballast pumps and their arrangements. One case from his own experience was cited by Mr. Hawthorn, where during bad weather the ballast tank gave out and flooded the engine-room, the coal bunkers emptied themselves into the bilges and choked the pumps. The greatest difficulty was experienced on the part of the engineer in keeping the water out of the furnaces, as the bilge suction pipes became filled with coals, and though cleared time after time, the pumps could hardly keep the water from gaining upon them with all their labour. By dint of strenuous effort the steamer was got into port, but it was only by an effort, and had the haven of safety been further away the ship would have been lost.

A parallel case was related by the hon. secretary in his experience at sea some 11 or 12 years ago when overtaken by a typhoon off Formosa. From the seas shipped and the water otherwise accumulating the engine-room and stokehold were flooded to the flooring-plates; with the roll of the ship the stokehold plates, firing-tools, &c., began to wash hither and thither, the fires in the low furnaces were put out by the water, the others being merely kept alight by hand firing, the firemen dodging to avoid the heavy plates as they passed to and fro at every roll of the ship. The bilge pumps were choked by the coals and debris, the rose plates on the skin of the ship in the bilges were continuously being cleared, only to fill up again each time; the pipes were then cut above where they were choked, and a man stationed to keep them clear, the engines meantime for want of steam just moving and

the pumps throwing very little water. The water was also being baled out of the stokehold by ash buckets through the ventilators, and only by persistent efforts on the part of the engineers was the steamer kept afloat until the extreme violence of the typhoon was over.

In these and other illustrations which were given, the great importance of having a good system and arrangement of pumps and connections was shewn, as no doubt danger, if not destruction, often results from want of attention to what is too often treated thoughtlessly, as being of very minor importance in the economy of the engine-room fittings and appliances. Mr. Wymer replied to several questions and remarks put forward in the course of the discussion, and related several incidents which had come under his notice, illustrative of the ways in which different men behave in emergencies, one, by sharp discernment and prompt fearless action, adopts an expedient or uses the means, unlikely or otherwise, which lie to his hand; while another may succumb under the difficulty without an effort.

The proceedings were of an interesting and frequently of a lively character, and the Institute is, we are told, sustaining its character and advancing in strength and authority.

Votes of thanks were proposed and seconded to Mr. Wymer and the Chairman by Messrs. Crook and Roberts and by Messrs. Ruthven and Bruce respectively.—(Communicated.)

A STRIKE has commenced amongst the dock labourers at Hamburg.

A FEW days ago, as the schooner *Hayle*, of Llanelly, was lying at anchor in Caldy roadstead, some of the gear parted, and crushed a sailor, named Brown, to death.

ALLEGED UNSEAWORTHINESS. — At Cardiff Police-court, James Shercombe, 28, John Warren, 41, James Ward, 49, and Charles R. Porter have been charged that they, being lawfully engaged to serve on board the British ship *Bagnor*, did unlawfully and wilfully disobey the lawful commands of the captain on October 8.—Lennell Robbins, the master, stated that on the 30th ult. the defendants signed articles at Bristol, and they each received a month's advance. He subsequently left for New York in ballast, but when about 15 miles from Lundy he encountered such bad weather that he put back into the Roads. On the 8th inst., he gave orders to heave in the chain and go to sea, but the defendants refused to do so. He told them they would have to go to sea or go to prison, and he came on shore for a warrant. The answers made in the log by the defendants as to their reasons for disobeying orders were, "Bad gear," "Don't want to go," "Can't agree with the mate," and "Vessel's rather crank." They refused to go the following day, and he had to put the warrant into execution.—For the defence it was stated that this action of the men was the only form in which they could rescue themselves from the ship, and they thought it was not a lawful command.—The stipendiary said he thought that what was a lawful command should be decided, not on the unscientific judgment of the British tar, but rather on that of the trained master who had passed his examination and was a qualified navigator. It would be monstrous if such things were allowed to take place. One's natural sympathies were with the men; but, on the other hand, justice must be done to the master and shipowner, and it would be a monstrous thing for the men to set up their authority against the master and shipowner. Continuing, the stipendiary said this was a most serious offence, because the ship was in just as much danger by their refusal to do their duty as it was by the storm. It was essential on board ships, of all places in the world, that there should be one mind and one master, and it was essential that discipline should be maintained. If they did not carry out the master's orders they rendered themselves liable to a penalty under the Act. He would impose a fine of 20s. and costs, or 14 days' imprisonment, and ordered the defendants each to forfeit one day's pay.

#### WHY THE TRAIN WAS STOPPED.

"What's the matter?" asked a passenger on a train in Maryland as he poked his head out of the window. "Is there a cow on the track?"

"No," replied the conductor.

"Then what did you stop for?"

"Well, there's a couple of lads with a banjo walking to the next station, and the engineer and fireman thought they'd stop long enough to hear a tune. One of 'em's a hefty dancer. Come out and take a look at them.—*Detroit Free Press.*

#### IMPORTANT DECISION.

At the South Shields Police-court, October 16, Richard Dee Purvis, of 32, Salmon-street, managing owner of the steamer *Cossack*, was summoned under the Employers and Workmen's Act, for breach of contract, having employed Joshua De Rose and six others on board the *Cossack*, in respect to which they claimed each a week and a half's wages, the amounts claimed varying from £3 15s. to £2 9s. Mr. J. L. Thurgood appeared for the plaintiffs, and Mr. Temperley for the defendant. Mr. Thurgood said that on the 9th of this month the *Cossack* was lying at Blyth, and for some reason the crew which was engaged to go with the vessel did not turn up. An officer came to South Shields and engaged these men at the Shipping Office at the rate of wages mentioned in the claim. They went in a tug-boat to Blyth, but on arrival there they could not see anything of the *Cossack*. It had gone, and these men had lost their engagement, and were obliged to come back again. As it was a ship in which they were paid weekly they should have signed articles on board, but the vessel having gone they could not do that.—Joshua De Rose, steward, said he was engaged by Captain Purvis, managing owner of the *Cossack*, along with the other men. They left the Mill Dam about 4 in the afternoon, and got to Blyth between 5 and 6. They could not see anything of the *Cossack*. They were told that the old crew had got a tug and gone out to the vessel. Witness and his companions returned to Shields with the tug.—Cross-examined: The *Cossack* was bound to Marseilles. He heard the reason the vessel was detained at Blyth was because the crew were on the spree. After coming back he was told Captain Purvis had offered to give them 5s. a piece, but he refused it.—Mr. Temperley, in stating the case for the defence, said Captain Purvis, the managing owner, found that the crew and one of the officers failed to turn up, and he telegraphed to the shipping office at South Shields to get him some men. When he arrived he found these men had been got together. He made a preliminary arrangement with them, and they were engaged at the Union rate of wages. On getting to Blyth they found the *Cossack* had sailed. On returning to Shields Captain Purvis discharged the men and offered them 5s. each, which he contended was all they were entitled to. Inasmuch as there were no articles signed, there was no agreement which Captain Purvis could enforce against the men, and therefore none that could be enforced against the defendant. He called Captain Purvis, who gave evidence in accordance with the above.—The magistrates retired, and on their return the Mayor said they had carefully considered the case in all its bearings, and they decided that the men were entitled to their claim, with costs.

INTELLIGENCE was received at Queenstown last Wednesday that the barque *Queen of the East*, which arrived at New York on the 14th inst., reported having passed a large ship, apparently of British build, on fire, in latitude 40 north, longitude 32 west, on the 6th inst. Flames were shooting up amidships, and the sails, which were hanging loose on the mainmast, were on fire, the starboard rigging having been previously burned. There was no sign of life aboard, and the fate of the crew was unknown. The vessel did not appear to have been long on fire, but she lay very deep in the water, and her name could not be discerned.

INTERESTING CASE. — At Glasgow, Sheriff Erskine Murray has given decision in an action in which Peter Kerr, fireman, was pursuer, and George Smith and Sons, shipowners, defenders. Kerr was a fireman on board the steamer *City of Cambridge* on a voyage to and from Calcutta. On the way out the captain issued an order to wash out the fore-castle every Sunday. This the firemen refused to do, notwithstanding that the captain threatened to take them before a magistrate when the ship arrived at Calcutta. At Calcutta the captain put his threat into execution, and the 18 men were each fined in half a day's pay for refusing to obey his lawful order. Being of opinion that the captain had no right to order them to wash out the fore-castle on Sunday, the 18 men disobeyed his order again on the homeward run. For this he fined them two days' pay each. Kerr sued the owners of the vessel for the half-day's pay in which he was fined at Calcutta, and also the two days' pay kept off him on the voyage home, both of which sums, he says, were illegally taken from him, as well as £1 8s. 4d. on the ground that the defenders refused to make payment of this balance.—His lordship found for the defenders, no expenses being given to either party.

#### SHIPS SPOKEN.

Alice A. Leigh, for Calcutta, all well, September 12, 30 N, 15 W.  
Andaman (barque), of Liverpool, bound south, October 16, 50 N, 8 W.  
Arequipa (barque), of Liverpool, Bolivia to Liverpool 26 days, August 4, 56 S, 79 W.  
Androsa (ship), of Liverpool, steering SSE, all well, September 9, 14 S, 27 W.  
Avoca (British barque), Antwerp to New York, October 8, lat 41, long 66.  
Arethusa, of Liverpool, steering south, September 5, 18 S, 35 W, by the Brunette, Strike, from Richmond, at Rio Grande.  
Ardencutha, of Glasgow, October 20, 53 N, 4 E, by the Koldinghuus s, Thomsen, at Parkstone Quay.  
Athlon (British ship), New York to London, October 4, 40 N, 67 W, reported from New York.  
Abercarne, for London, September 5, 18 S, 31 W.  
Ashlow (British barque), from Cork, 47 N, 47 W, by the Rhyndland s, at New York.  
An English barque, Montreal to Rio Negro, all well, 5 N, 38 W, by the Heidrun, at Barry.  
Abercarne, for London, October 12, 44 N, 30 W.  
Argyll (British), New York to Havre, October 7, 41 N, 68 W.  
Akaroa (barque), of Southampton, Melbourne to London 102 days, all well, September 19, 8 N, 26 W, by the Glenlora, from Nelson (N.Z.).  
Amy (English barque), steering south, October 1, 10 N, 25 W.  
Arafma (?), October 6, lat. 50, long. 6, by the Rammoor s, at Liverpool.  
Atlas s, steering W, October 12, 51 N, 17 W, by the Servia s, at Queenstown.  
Birnam Wood (barque), steering east, October 6, 43 N, 64 W.  
British steamer, October 3, 45 N, 55 W, by the Etruria s, at New York.  
British American, Cardiff to Alcoa Bay, October 13, 48 N, 8 W, by the Duchalburn, from Calcutta, at Hull.  
British barque, bound west, October 8, lat. 41, long. 65, by the State of Nevada s, at New York.  
British ship, Demerara to Calcutta (with coolies), September 11, 2 S, 34 W, by the Essex, at New York.  
British Princess (steamer), bound west, October 15, 48 N, 40 W.  
Ballochmyle, October 7, 42 N, 32 W, reported from Liverpool.  
British Empire (British ship), New York to Calcutta, September 19, lat. 40, long. 59, by the Fortunata, at New York.  
Banffshire, for London, October 1, 29 N, 37 W.  
Columbia s, October 19, bound west, 50 N, 9 W, by Wieland s, at Plymouth.  
Cordillera, Iquique to Falmouth, September 14, all well, on the Line, 30 W, by the Buteshire s, at Falmouth.  
Carrier Dove, for River Plate, 45 N, 9 W, reported from Liverpool.  
Campbell, for Valparaiso, September 12, 2 S, 34 W.  
Childwall (of Liverpool), for Iquique 30 days, September 16, 7 N, 25 W.  
Crossowen (brigantine), of Glasgow, October 14, 46 N, 28 W, by the Federation s, at Bremerhaven.  
Carita (brigantine), of Liverpool, steering west, September 30, 7 N, 29 W.  
Candida (British ship), Hamburg to Sydney, September 13, 5 N, 23 W.  
Daniel Barnes (ship), New York to Yokohama, August 15, 22 S, long. 31, by the Cassandra, at New York.  
Duchess of Albany, Cardiff to San Francisco 44 days all well, September 7, 22 S, 39 W.  
Espiegle, for Martinique, October —, 48 N, 8 W, by the Fabian s, at Liverpool.  
Emilia F., for Buenos Ayres, September 17, 14 N, 25 W, reported from Liverpool.  
Ella (barque), Portland to Buenos Ayres, September 30, 42 N, 64 W, reported from New York.  
Errol (late Carisbrooke Castle), steering south, all well, September 19, 55 S, 65 W.  
Falls of Afton (four-mast ship), London to Calcutta, 50 N, 4 W, by the Galilee s, at Newport (Mon.).  
Federation (British steamer), New Orleans to Bremen, September 30, 27 N, 86 W, by the Eldorado s, at New York.  
Forfarshire (supposed), steering south, September 15, 7 N, 25 W, by the Star of Bengal, in the Thames.  
Gulf of Venice s, London to Port Adelaide, all well, October 8, 8 S, 4 W.  
Glanrafin (barque), of Swansea, bound south, October 16, 50 N, 8 W, by the Loch Katrine, at Falmouth.  
Gateside (British barque), October 16, 100 miles WNW of Scilly, by the Ruby, at Plymouth.  
Golden Castle (?) (barque), October 3, 49 N, 11 W, reported from Liverpool.  
Himalaya, of Southampton, for Auckland 37 days, September 17, 8 N, by the Kilbrannan, spoken by the Glenlora, in the river Thames.  
Hera (barque), for Liverpool, all well, October 17, reported from Yarmouth (Nor.).  
HRWJ (barque), Preparis Island to Lisbon 92 days, September 21, 13 N, 25 W.  
Hooghley, for Cadiz, August 15, 36 S, 21 E.  
Himalaya (barque), London to Wellington, September 12, 10 N, 26 W.



Hengist, San Francisco to Lynn, 125 days, September 23, 14 N, 29 W.  
 H. L. Routh, Lisbon to New York, September 21, 36 N, 38 W, by the Benita s, at Savannah.  
 Ikopo (Prince Rupert) (barque), of London, bound east, October 19, 49 N, 12 W.  
 Isipingo, Cape Town to Falmouth, September 1, 18 S, 2 W.  
 Janet M'Niel (barque), of Glasgow, steering south, October 7, 9 N, 28 W, by the Santos s, at Lisbon.  
 John M. Clerk (barque), Sydney to Shanghai, lat. 30 S, long. 156 E, by the Tenterden s, at Sydney.  
 Jane Porter (British barque), steering south, all well, October 5, 11 N, 20 W.  
 Khersonese (British ship), Cape Negrais to Falmouth, September 11, 1 N, 21 W.  
 Katherine (three-masted schooner), of Plymouth, bound south, October 1, all well, 14 N, 27 W.  
 Lauderdale (ship), of Liverpool, bound west, October 9, 95 miles east of Sandy Hook, by the Noordland s, at New York.  
 Lucille (ship), San Francisco to New York, October 2, lat. 20, long. 57, by the Halley s, at New York.  
 Louis Eugenie, for Buenos Ayres, October 12, 44 N, 9 W.  
 Laomene, for Melbourne, October 3, 49 N, 11 W.  
 Lakefield (British barque), steering east, all well, October 6, 39 N, 37 W.  
 Mona (barque), of Liverpool, bound east, October 19, 49 N, 12 W.  
 Muncaster Castle, Cardiff to Colombo, September 12, 7 S, 30 W, all well.  
 Maxima, for Swansea, August 27, 16 S, 5 W.  
 Maria, for Guayaquil, September 14, 10 N, 24 W.  
 Mikado, for Valparaiso, September 10, 24 N, 41 W.  
 Magnus, for Valparaiso, September 12, 18 N, 35 W.  
 Marcia, of Portsmouth, October 12, 49 N, 7 W, last three reported by telegraph from Liverpool.  
 Monmouthshire (English barque), Cardiff to Port Adelaide, all well, September 13, about 5 N, 22 W.  
 Maggie Brown, bound west, October 2, 36 N, 37 W.  
 Magnificent (British ship), October 16, 50 N, 9 W, by the Aller s, at Southampton.  
 Main (English ship), of London, October 3, 13 N, 28 W.  
 Nile s, of London, October 7, 38 N, 21 W.  
 Nether Holme s, October 13, 50 N, 23 W.  
 Natant (British barque), Montreal to Buenos Ayres, September 21, 40 miles SE of St. Paul's, by the Sir John Lawrence, at Quebec.  
 Nimbus (British barque), New York to Havre, October 7, lat. 40, long. 69, by the Avon, at New York.  
 Oregon, Pisagua to Falmouth, August 27, 23 S, 27 W.  
 Olive Mount, of Halifax (N.S.), October 18, long. 22 W, by La Champagne s, at Havre.  
 Ocean Rover (barque), of Swansea, steering south, August 29, 3 N, 25 W, by the Otterspool, at Londonderry.  
 P. J. Carleton (barque), Pisagua to New York, September 23, lat. 24, long. 61, by the Sirius s, at New York.  
 Pallas, Pensacola to Ghent, October 2, 18 miles ESE from Jupiter Light, by the Morgan City s, at New York.  
 Persian Empire, for Hull, August 18, 32 S, 14 W.  
 Portland Lloyds (ship), San Francisco to New York, August 26, 6 S, 120 W.  
 Persian Empire, for Hull, August 18, 32 S, 14 E.  
 Petitediac (British barque), Fleetwood to Sydney (C.B.), October 1, 45 N, 52 W, by the Wieland s, at New York.  
 Pearl (brigantine), of Aberystwith, October 3, 14 N, 28 W.  
 Regulus, for Bremen, September 16, 8 N, 25 W.  
 Rialto s, steering west, October 18, 49 N, 31 W, by the Scythia s, at Liverpool.  
 Rangitiki (barque), Peterhead to Otago, September 12, 10 N, 26 W.  
 Rajore (English ship), steering south, August 29, 12 N, 28 W.  
 Rugia s, October 18, bound west, 50 N, 17 W.  
 Routenbeck, of Whitehaven, Pisagua to New York, September 25, 5 S, 33 W.  
 Scottish Dales, San Francisco to Hull, August 22, 46 S, 45 W.  
 Strathome, Sydney to Barcelona September 7, 19 S, 30 W.  
 Scotland (British barque), Antwerp to Perth Amboy, October 7, lat. 44, long. 56, by the Lydian Monarch s, at New York.  
 Servia (barque), becalmed October 6, 24 N, 82 W.  
 Samarkand (British barque), Liverpool for Callao, September 10, 28 S, 43 W, by E. J. Spicer, at New York.  
 Stormy Petrel (barque), signalling SSCV (?), New York to Valparaiso 18 days, September 1, 40 N, 58 W, by the Grethe (Russian barque), at Llanelli.  
 St. Mildred, Bassien to United Kingdom, October 5, 40 N, 36 W.  
 Ship of Bristol, Liverpool to Chittagong, September 15, 7 N, 25 W.  
 Sierra Parima, bound south, September 12, 30 N, 15 W, by the Thomas Hilyard, at Falmouth.  
 Silberhorn (British ship), Calcutta to Hull, all well, October 6, 39 N, 36 W.  
 Semantha (British ship), San Francisco to Liverpool, all well, October 10, 30 N, 40 W, by the Whinfield s, at Bayonne.

Sierra Leon (?), (English ship), 148 days out, September 25, 47 N, 22 W, by the Libussa Mangels, in the Weser.  
 St. Magnus, for Valparaiso, steering SSW, September 12, lat. 18, long. 35 (not Magnus, as before reported).  
 Thome (?), September 21, lat. 10, long. 27.  
 Trave s, Southampton to New York, October 14, 50 N, 26 W.  
 Truro (British barque), London to New York, October 3, 45 N, 49 W, by the Hindoo s, at New York.  
 Tweedsdale, from Glasgow, bound south, all well, September 8, 23 S, 40 W, by the Westfa at Rio Janeiro.  
 Ursula Bassein to Channel 80 days, September 6, 7 S, 16 W, by the Loch Katrine, at Falmouth.  
 Umbria s, Liverpool to New York, October 13, 106 miles west of Fastnet.  
 Ventura, of Glasgow for Rotterdam, September 27, 26 N, 34 W.  
 Vandaurs, Astoria to Liverpool, July 16, 7 N, 11 S, by the S. P. Hitchcock, at Liverpool.  
 Wm. H. Starbuck, for Sharpness, October 12, 40 N, 57 W, reported from Liverpool.  
 WRCH (British barque), bound West, October 1, lat. 49, long. 38, by the Hindoo s, at New York.  
 Woodburn, of Greenock, bound north, October 5, 40 N, 36 W, by the Ballochmyle, at Falmouth.  
 W. F. Babcock, Baltimore to San Francisco, September 26, 57 N, 33 W, by the Glengoi s, at New York.  
 West Australian, of Liverpool, bound south, October 1, 15 N, 26 W.  
 Wavertree (English full-rigged ship), bound south, October 2, 16 N, 26 W, by the Adria s at St. Vincent.

## SEAFARING DISASTERS.

Bonnie Kate, see Glenorchy.  
 Brandon (schooner), of Barrow, Rochester to Liverpool, with cement, at Cowes. Sprung leak on night of 18th.  
 Bellona, London for St. Malo, with cement, arrived Dover leaky.  
 Brookletby (brig), coal-laden, sunk at anchor off North Woolwich, by collision.  
 Cliveden (British), has arrived at Malta, with damage through collision with Italian barque Luigia.  
 Crusader (British brig), ashore at Grisslehamn.  
 Courier (brig), of Drogheda, coal laden, has gone ashore in Drogheda river, and is partly submerged.  
 Development, of Liverpool, on Saturday, when in Salterspool Lock, boiler exploded, causing her to sink. Engineer died from injuries, and master and dockman were hurt.  
 Deronda (British), put into Lisbon with bows stove in, having been in collision with Hercules (German s); latter sank, crew saved.  
 Erminos (steamer) was towed into Swansea October 24, with machinery out of order.  
 Emily (steamer), of London, while proceeding up the Thames, October 24, collided with Little Britain (steam tug). Latter slight damage to starboard bow; Emily broke her anchor stock.  
 Glenorchy, a sailing ship, of Liverpool, and the Bonnie Kate s, of Hull, in collision off Blackwall. The latter had her port quarter damaged. The sailing ship was not damaged.  
 Germania (British s), Odessa for Rotterdam, put back to Malta with machinery out of order.  
 Horsa (ship), of Liverpool, towed into Yarmouth (I.W.), having parted from tug, by South Western Railway Company's s Diana; she has sails blown away.  
 Herongate. A telegram from Hioga, October 14, states: Herongate s, damaged, not able to proceed to Yokohama.  
 Hercules, see Deronda.  
 Heron s, of Liverpool, whilst at anchor in the Mersey October 25, was fouled by the Clan Buchanan s, from Glasgow, and had top part of stem carried away, and plates damaged on each side; damage to the latter not known.  
 Imbro, Glasgow to St. Nazaire, coming down the Clyde grounded off the Albert Harbour.  
 Infatigable. A telegram from North Somerscoates, October 22, reports: Infatigable ashore; captain and crew saved by lifeboat.  
 Josephine (United States barque), from Trinidad for New York, lost. Part of crew saved.  
 Kate (schooner), of St. Ives, coal laden, ashore Bridlington derelict; probably a wreck.  
 Kirklands. A telegram from Singapore reports Kirklands s, had been ashore on Diamond Point on a muddy bottom. Jettisoned 50 tons iron and 20 tons coal. Captain thinks no harm done.  
 Liscard s, from East Indies, has arrived at Algiers with machinery disabled.  
 Louise, from Saundersfort with culm, is reported from the Mumbles to have sunk; crew landed in own boat.  
 Luigia, see Cliveden.  
 Lady Augusta (trawler), of Beaumaris, whilst hauling trawl stranded on East Hoyle Bank; made signal of distress; the Hoylake lifeboat went off and landed the crew; vessel broke up during the night.  
 Marchioness (British steamer), has put into Halifax with cyclinder cover broken.

Maskelyne s, River Plate for Southampton, at Falmouth with crank shaft broken.  
 Mula s, of Glasgow, from Newcastle for Valencia, put into Vigo, both furnace crowns of port boiler having collapsed.  
 Marcus (schooner), from Cronstadt, at Ramsgate, with mainmast sprung and other damage.  
 Newcastle s, has stranded at Walsome, in the vicinity of Wasa.  
 North Sea Queen, Glasgow to Bruckless, coals, ashore at Bruckless, full of water.  
 Nymph, Newcastle for Isigny, at Ramsgate leaky.  
 Plover s, British, from Jamaica, at Philadelphia with deck swept, cabin stove in, and loss of a boat.  
 Receipt s, from the North, coal laden, collided with schooner Virgin, of Carnarvon, in Lower Hope, River Thames, damaging latter's port side abaft main rigging.  
 Sinclo s, of Newcastle, while being placed on the slipway at Willington, the cradle collapsed; vessel fell over on port bulge, doing considerable damage to slipway, ship, and quay.  
 Schiller, Savannah for Buenos Ayres, put into Bermuda leaky.  
 Sylvia, from Philadelphia, put into Bermuda with propeller gone.  
 Sea King, see Troutbeck.  
 Steelfield, which sailed from Liverpool to Callao on April 10 last, and was spoken on May 24 in lat. 30 S, long. 42 W, not having since been heard of, is posted overdue.  
 Sealtoller. Lloyd's agent at Charleston cables: Sealtoller (British barque), which had finished discharging, has capsized alongside the wharf.  
 Taroba. Lloyd's agent at Brisbane telegraphs: Taroba s. Surveyors recommend that she be repaired completely. Delay a month.  
 Troutbeck, from Seville, and the Sea King, steam tug, were in collision in the Mersey; both vessels reported damaged.  
 Taroba. Lloyd's agent at Brisbane cables: Taroba s, reported, has gone into dock and must repair temporarily; expected to sail in a few days.  
 Virgin, see Receipt.  
 Wreckage. The P. and O. Company's Rohilla, which arrived at Plymouth, reports that on October 19 she passed a quantity of wreckage in latitude 38.42 N, longitude 9.38 W, consisting of cases, baskets, bales, and part of a boat.  
 West s, ashore in Poole Bay.

A COLOURED seaman, named Bullfield, has been fined £10 at Cardiff for attempting to stab another seaman.

MR. HALL, who has for years occupied the position of "ship's husband" at the Birkenhead Iron Works of Messrs. Laird Bros., has left that establishment in order to take up a responsible position in a large engineering firm.

AT the Jersey Royal Court last Wednesday, five persons were charged with smuggling spirits into the island, the contraband goods being hidden in sacks of oats. The captain of the vessel which carried the spirits was fined £168; two other defendants were fined £100 each, and two women £50 each.

ALLEGED CRUELTY.—The British schooner Wandrian, Captain Wood, was seized at Bangor, Me., on October 5, by the Deputy United States Marshal, on the complaint of Thomas P. Kennedy, of Liverpool, seaman, who alleges cruel treatment by the captain, lack of suitable provisions, and arrears of wages due. The vessel arrived on September 22 from Bon-Air with salt. Kennedy says that during a gale off the West Indies he fell from aloft and severely injured his leg; that the captain refused him medicine, and made him stand at the wheel all that night, and 20 out of every 24 hours during the passage; that they had no provisions suitable to eat, and that, on arriving at Bangor, he and three other seamen were refused their pay. The case has been taken up by Mr. Starr, the British Vice-Consul.

OFFICIAL copies have been supplied to the Board of Trade Offices of the Merchant Shipping Act, 1889, which contains several provisions of importance to all who "go down to the sea in ships." The first supplies a legal remedy to the master of a vessel for the recovery from the owner of all disbursements properly incurred by him in behalf of his ship. The second legalises conditional advance notes to the extent of one month's wages, and renders every other agreement for the payment of money to seamen, conditionally on their going to sea, illegal. Superintendents of mercantile marine offices are required to keep at their offices a list of seamen who, to the best of their belief, have deserted or have failed to join their ship after signing an agreement to proceed to sea, but such superintendents are not to be held liable for any entry made in good faith.

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To provide Legal Assistance for all Claims and Defences.

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LIVERPOOL (North End).—G. Wilson, 116, Derby-road.

LONDON (Tidal Basin).—T. M. Walsh, opposite Shipping Office, Tidal Basin, E.

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WORKINGTON.—Thomas Dobson, 20, Botney-street.

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N.B.—Special terms have been arranged for all Members of Seamen's Union.

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Are Manufacturers of

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At the lowest possible cost to purchaser.

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BESPOKE TAILORS, HATTERS, HOSIERS,  
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Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

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The largest Cake Makers in Wales,  
Westminster Stores, Cardiff.

IMPORTERS OF  
INDIAN, CHINA, AND CEYLON TEAS  
English, Irish & American  
PROVISION MERCHANTS  
AND  
Fresh Meat Salesmen, &c.

Captains, Officers & Seamen Visiting Newport

Will find all their requirements at

"LIVERPOOL HOUSE,"  
96 & 97, COMMERCIAL ROAD.

This is one of the Largest, Cheapest, and most Complete Outfitting Establishments in the United Kingdom.

SYSTEM OF BUSINESS.—All goods marked plainly at the lowest cash price. One price, no abatement. Goods not approved of exchanged or money returned. We allow no commission to runners, and are therefore able to sell at 30 to 40 per cent. lower than other shops who employ these men.

NOTE ADDRESS—

THE LIVERPOOL HOUSE,  
96 & 97, COMMERCIAL ROAD, NEWPORT.

N.B.—Wholesale Department for Slop Chests. Price List on application.

— ESTABLISHED 1814. —

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**J. WILLIS, Manager.**  
Seamen's Clothier and General Outfitter.

Every description of Oilskins made to order. Suits made to measure on the most reasonable terms and shortest notice. Fit guaranteed. Seamen's bonuses and notes cashed. Slop chests supplied.

N.B.—Special terms for members of the Seamen's Union



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## BEDDING MANUFACTURER,

70, 72, & 74, Rathbone Street,  
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Houses Furnished from 10  
to 100 Guineas.

ALL GOODS WARRANTED.

## SPECIALITIES IN SEAMEN'S BEDDING.

PURE WOOL BEDS,

4/6, 5/6, 6/6, 7/6 each.

BUSH RUGS & COLOURED BLANKETS  
sent free to any part of the Kingdom on receipt of  
P.O. Order. Prices, 3/9, 4/9, 5/9, 6/9.

## FEATHER BED,

BOLSTER AND TWO PILLOWS,

In Linen Tick, 56lb., warranted good and free from  
dust, sent carriage free on receipt of Post Office  
Order for

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MRS. M. JONES

Having returned to the Tyne, has opened the  
UNION SAILOR'S HOME,  
31, Duke St., North Shields,  
Where seafaring men will be treated in strict  
accordance with Union principles.

## H. PHILLIPS,

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TIDAL BASIN,  
VICTORIA DOCKS.

## SAILORS' OUTFITTER

IN ALL ITS BRANCHES.

PRESIDENT OF THE TIDAL BASIN BRANCH  
SAILORS' & FIREMEN'S UNION.

## NOTICE.

## Wilson Testimonial Fund.

Mr. Maxwell, the Honorary Secretary pro-  
tem. to the above fund, requests all collec-  
tors to be good enough to report progress  
up to date. Returns have been received  
from the following branches only, viz.,  
Sunderland, South Shields, Goole, Birken-  
head, Southampton, Liverpool, Bootle,  
Barrow-in-Furness, Middlesbrough, Green's  
Home, and Grimsby. The time for lists to  
be sent in together with the sums collected  
is extended to December 31st, 1889, as  
many intending subscribers are abroad.

## NOTICE.

Dog Watch Gossip, Report of Washington  
Maritime Conference, a Naval Officer on  
Sunday Work, a number of letters, and some  
yarns, and verses, are unavoidably held  
over for want of room, until next week.  
Correspondents who write briefly and on  
one side of the paper only, stand the best  
chance of insertion.

## Seafaring.

SATURDAY, OCTOBER 26th, 1889.

"ONE session, one reform," is Mr. Plim-  
soll's programme for the Parliamentary  
campaign before us. Taking into considera-  
tion the power of capital and the classes—  
shipowners included—in the present House  
of Commons, and bearing in mind that sea-  
faring men have yet to be represented by  
seafaring men there, it is no doubt  
wise to ask as little as possible,  
and to ask for only one reform at a time.  
On the other hand, so many reforms are so  
urgently needed that seafaring men, now they  
are strong, may well be disinclined to be  
content with one reform in a Parlia-  
mentary session. In any case, there is  
no denying the fact that so many things  
of vital importance to seamen need  
reforming that it is no easy matter to say  
which should be taken first. For instance, it  
is necessary that such an alteration should be  
made in the qualification for the franchise  
that as many seamen as possible shall have a  
vote at Parliamentary elections; it is neces-  
sary that the doctrine of employers' liability  
should be extended to shipowners, so that sea-  
men may have compensation; it is necessary  
to have seamen represented on local marine  
and pilotage boards; it is necessary that  
there shall be inquests in all cases of so-  
called accidental death at sea; and it is  
necessary that the system of insuring ships  
beyond their value, so that it is the owner's  
advantage to lose them, shall be abolished.  
A great many other things are neces-  
sary, and different men naturally  
hold different opinions as to which  
reform should take precedence of the others.  
"Let us have all the reforms," is the natural  
wish. But suppose we can only get one in  
one session, which reform shall be selected to  
ask for? That is a question that will,  
perhaps, engage the attention of various  
meetings of the branches of the Union  
between the present and the opening of the  
next session of Parliament. Meanwhile, Mr.  
Plimsoll's recent speeches at Cardiff and  
Brighton—where he has been aiding the  
Liberal candidate—have brought to the front  
the subject of overloading, and the  
present monstrous state of the law regarding  
the load line of a ship, which may be fixed  
anywhere between the main truck and the  
keel that the shipowner chooses. A meeting  
has, we are glad to see, been held in Dundee,  
at which there was some plain speaking on  
this subject, a report of which, under the ap-  
propriate heading of "Wholesale Murder" will  
be found in another column of this week's SEAFARING. The example set by the Dundee  
branch in convening a public meeting on  
this important matter, will, we trust,  
be followed by many other branches; for it  
is obvious that Mr. Plimsoll's hands will be  
greatly strengthened in his righteous war  
against greed and murder if he has the  
whole Union at his back. Still more  
good will be done if the branches, be-  
sides passing resolutions in favour of a  
compulsory load-line and against overloading,  
will send copies of those resolutions, not  
only to the local M.P.'s and papers, but to  
the leaders of both political parties in both  
Houses of Parliament.

VAST quantities of timber and wreckage have  
been driven ashore on the Conemara coast  
within the past few days.

## A STRIKE LEADER.



MR. T. M. WALSH.

The secretary of the London District of the  
Sailors' and Firemen's Union, Mr. T. M.  
Walsh, is very well known and much respected  
in the neighbourhood of Canning Town,  
where he resides, and most of our readers  
are aware that he rendered most valu-  
able and important services during the recent  
great strike in London. To his efforts,  
supported by the London members of the  
Sailors' and Firemen's Union, it may fairly be  
said that the success of the strike was largely  
due. From the newspapers generally he by no  
means got the credit to which he was entitled  
for his services, and neither have other Union  
men. But the fact remains that the sailors and  
firemen were the backbone of the whole affair,  
and that Mr. Walsh led them. By this achieve-  
ment alone Mr. Walsh has distinguished himself.  
But this is by no means all that he has done.  
When he became secretary to the Tidal Basin  
Branch of the Sailors' and Firemen's Union, that  
branch was by no means flourishing. Mr.  
Walsh has not only made it one of the most  
powerful and successful of all the branches in the  
Union, but has done wonders in the way of  
organising seafaring men in London and  
strengthening the Union. Moreover, he hap-  
pens to be just at present standing as Labour  
candidate for West Ham Council.—The  
present, therefore, appears a most suitable  
time for giving effect to the resolution lately  
passed by the Tidal Basin Branch, that  
his portrait should appear in SEAFARING. That Mr. Walsh is young, and full of pluck and  
energy, that he is devoted to the cause of Labour,  
that he was a fireman at sea, before he settled  
ashore and developed into a successful business  
man, and that he has saved at least one person's  
life at the peril of his own, is about all  
that we need say of him, except that,  
considering the splendid services he has ren-  
dered to the cause of the people, the electors  
will make a very decided mistake indeed if they  
should fail to return him at the head of the poll,  
and thus enable him to do still more for them  
and the public.

In order to obtain records of the effect pro-  
duced by pouring oil on the sea in bad weather,  
the Dunkirk Chamber of Commerce a little time  
ago notified captains of codfishing smacks about  
to start for Iceland that prizes would be awarded  
to the best reports sent in on experiments made  
with oil in rough weather on the fishing grounds.  
Fourteen skippers have now sent in reports, and  
a committee of seven sea captains has been ap-  
pointed to examine them.

A SAN FRANCISCO despatch says the British  
four-masted ship *Kenilworth*, which was so badly  
injured at the Port Costa fire, has been con-  
demned and will be sold to pay expenses. Cap-  
tain McNair has paid off all the crew with the excep-  
tion of the second mate and several petty officers.  
These men refused to be paid off, claiming that  
they should have their passage paid to England.  
The captain has placed the money in the hands  
of the British Consul. The dissatisfied men  
threaten lawsuits. The mate is at present in  
charge of the *Kenilworth*, having been appointed  
by the underwriters. The *Kenilworth* is com-  
paratively a new ship, built of steel and of 2,278  
tons register.

## NAUTICAL NEWS.

THE whole of Captain Murrell's presents are being exhibited at Cardiff.

STEAMERS arriving at New York report experiencing heavy weather.

THE *Inveresk*, from West Bay, lost Carl Larsen, able seaman, off Saltees, on 6th.

THE celebrated cutter yacht *Thistle* has been sold. She will, it is stated, be converted into a yawl.

THE Tees Commissioners have completed the extension of their graving dock at a cost of £2,100.

CAPTAIN T. HARRISON, of Middlesbrough, has been appointed assistant harbourmaster at Stockton.

A STRIKE of engineers and stokers of the Transatlantic steamboats has commenced at Antwerp.

A SAILOR named Kelly has been fined 40s. and costs at Cardiff for assaulting the captain of the *Walter Thomas*.

At a recent meeting of the organised quayside labourers at Newcastle it was resolved not to work vessels where the seamen were utilised for loading and unloading.

DONALD CAMPBELL, master of the Clyde steamer *Jason*, which collided with a dredger at Dumbarton about two months ago, when six lives were lost, has been tried at Glasgow for manslaughter, and found not guilty.

THE steam trawler *Zodiac* has been missing for weeks. The boat left Grimsby for the North Sea, and should only have been absent eight days; but it is feared that she was wrecked in the recent storm, and that her crew of nine are lost.

THE Arrow liner *Otranto* has left Dundee for New York with a large quantity of potatoes. It is reported that the crop of potatoes in America is short, while the home supply is plentiful, so that it is fully expected large supplies will be forwarded this season.

THE Board appointed by the United States Government to inquire into the efficiency of the Zolinski pneumatic gun, reports that the gun is at present of no avail at sea, the range not being long enough; but that it is extremely valuable for coast and harbour defence.

THE Board of Trade have received through the Foreign Office a silver medal and diploma, which have been awarded by the Italian Government to Mr. Thomas Thomas, master of the steamship *Camelot*, of Leith, in recognition of his services in rescuing the shipwrecked crew of the Italian vessel *Pietro* in the Mediterranean, on June 7 last.

THE Glasgow ship *Ardmore*, at Greenock, reports that when off the Cape of Good Hope she encountered a succession of gales, which lasted between two and three weeks, during which several heavy seas broke over her, smashing one of the boats and damaging a portion of the railing. Later in the voyage an apprentice named Stephen died of consumption.

No fewer than 57 vessels flying the Norwegian and Swedish flags have arrived at Greenock since the beginning of the year, and of that number 52 brought timber cargoes. Twenty-one were from Quebec, a trade which at one time was carried almost exclusively by Greenock-owned vessels. At the present time only two vessels owned in Greenock are engaged in the Quebec trade.

At Portsmouth Police-court, on October 22, Josiah Warren Lawler, 34, an American, described as the skipper of the yacht *Neversink*, now lying in the Camber, at Portsmouth, has been committed for trial on charges of inflicting grievous bodily harm on John Meades, mariner, by shooting him with a revolver, and with attempting to inflict bodily harm on John Butcher by the same means.

At a court of inquiry at Melbourne into the collision between the *Cape Verde*, of Greenock, and the *Iolanthe*, of Liverpool, at Hobson's Bay, it was found that the former was in no way responsible for the casualty, but that Pilot Gafford committed a grave error of judgment in attempting to bring the *Iolanthe* to her anchorage at so great a speed on so dark a night. His licence was suspended for 12 months.

THE Liverpool ship *Penthesilea*, 1,668 tons, Captain Wilson, arrived off Queenstown last Tuesday from Rangoon with rice, after the very long passage of 175 days, which was occasioned by bad weather and adverse winds. The vessel was short of provisions, and all the water was consumed, which necessitated the crew being placed on short allowance. Orders were delivered to Captain Wilson off the coast to proceed to Zaandam. He was compelled to enter the harbour for a supply of provisions and water before proceeding.

## THE SAILORS' AND FIREMEN'S UNION.

## LONDON BRANCHES.

Tower Hill Branch has subscribed £5 to the fund in aid of the people on strike at Silvertown. It appears that the statement made in one of our reports last week to the effect that Mr. Walsh receives 37s. per week is incorrect. This sum should have been 30s., which is generally regarded as far too low. Mr. Walsh has brought Messrs. Currie's Line to reason. His terms for the men were at first refused, but when the stevedores and coalers refused to work on their boats the company at once gave in. Over the Tilbury affair Mr. Walsh saw Messrs. Anderson and Anderson, and was courteously treated by them. Although this firm has, we are told, a heavier wages bill to pay than others out of London, the terms which Mr. Walsh asked on behalf of the men (the demands being the same as in the case of Currie's Line, with 15s. per month added for sailors) were conceded.

A meeting of the Tower Hill Branch was held on October 22, Mr. Evans in the chair. After the reading and adoption of the minutes of the previous meeting, the scale of provisions was the first question entered into, over which a great deal of discussion took place. It was resolved at length to form a committee of two sailors and firemen to draw up a scale of provisions to be submitted to the Executive Committee at the next meeting. It was then proposed by Mr. F. Gerry, and seconded by Mr. B. Killen, that the district secretary for London and Southampton should receive £3 per week, but the question should be decided by the members of all the branches concerned. It was also proposed by Mr. F. Gerry, and seconded by Mr. D. Crawley, that the secretary should get 500 books of tickets printed for a concert and draw in aid of the banner fund. The meeting then adjourned.

At the meeting of Green's Home Branch on October 17, Mr. George Fysh was the chair. In the course of the enrolment of new members Mr. J. Foster took an objection to No. 1,660 (F. Osborne) becoming a member, he not having served his full time—12 months—as a trimmer before becoming a fireman. After a discussion on the matter it was unanimously agreed that it should be left in the hands of the secretary to investigate. It was proposed by Messrs. Mercer and Wykes that the previous week's minutes be confirmed and adopted as read, which was carried. Mr. Burke, a member of the Cardiff Branch, complained of members of the Sealers' Union taking vessels down to Gravesend. Mr. Walsh (district secretary), in reply, said that if the sealers continued to do these scurvy tricks all we would have to do would be to take all the engine-room and stokehole work entirely into our own hands. (Hear, hear.)—Mr. Harris complained of three men, viz., R. Malby, J. Keneffer, and J. Tucker, signing as greasers (at Tower-hill shipping office) in the ss. *Ashley Brooke* for £4 15s. instead of £5. It was proposed by Messrs. Stanley and Monro that a fine of £1 be imposed on them, and if they proceed in the vessel at that rate of pay they be dismissed the Union. This was carried.

—Mr. Monro complained that the ss. *Campodia* was being manned by Relf, a boarding master. It was arranged that one of the delegates should go on board of the said vessel and interview the captain on the subject.—It was proposed by Messrs. Evans and Croxon that a sum of £10 be voted to the people out on strike at the Silvertown Rubber Works. This was carried unanimously. It was next proposed by Messrs. Evans and Donovan that the secretary have an assistant in the office. It was pointed out by the district secretary and several of the members that owing to the growth of the branch the amount of business doing at this office was too much for the secretary to accomplish alone. This was carried. The nominations for the position of assistant-secretary then took place. Mr. Wykes, proposed by Messrs. Evans and Foster; Mr. Mathewson, proposed by Messrs. Randall and Donovan; Mr. Mercer, proposed by Messrs. Grey and Croxon. The candidates retiring, the election was proceeded with. Result—Mathewson, 25; Wykes, 19; Mercer, 20. It was proposed by Messrs. Jewers and Grey that the assistant-secretary receive a salary of 30s. per week, which was carried. It was proposed by Messrs. Newbury and Wykes and agreed to, that J. Carbey receive the balance of the £2 (money remitted to Exeter to enable him and another member to return to London), said balance to be a gift, and not a loan. The district secretary then gave a description of

the meeting of the annual general conference, held at Cardiff, to the mutual satisfaction of the members. The meeting adjourned at 11 p.m.

## LIVERPOOL BRANCHES.

Dr. Charles Henry Leet, medical officer to the Bootle Branch of the Union, has written for the *Lancet* a statement of seamen's grievances from the medical and sanitary point of view, the publication of which in so important a journal is likely to enlist the sympathy of the medical profession, which has, of course, great power and influence. Dr. Leet has also written an interesting volume on the ship's surgeon of to-day, a review of which will appear in SEAFARING next week.

## PORT GLASGOW BRANCH.

The usual weekly meeting of the branch was held on October 15, in the Boilermakers' Hall, Mr. John M'Arthur, president of the branch, in the chair. There was a fair attendance of members. After the usual branch business had been disposed of, Mr. A. Buchanan, who was the delegate from the Greenock Branch to the annual meeting, gave a full report of the business done at Cardiff. Great satisfaction was felt at the work done, and in particular when it was announced that that true friend of the sailors, Mr. Plimsoll, was placed at the head of our Union. This was received with great applause, as also was the announcement that Mr. J. H. Wilson had been confirmed in his office as general secretary. A vote of thanks to Mr. Buchanan and the chairman closed the meeting. A monster public meeting was held on Monday evening, October 21, under the auspices of the Port Glasgow branch. Mr. John M'Arthur, president of the branch, occupied the chair, and was accompanied to the platform by Mr. J. H. Wilson, general secretary, Mr. M. E. Darby, district secretary, Mr. Hugh McCann, vice-president, Mr. R. Dixie, Mr. A. Lambie, and Mr. Crawford of the Boiler Makers' Union, Mr. J. Brown, secretary of Port Glasgow Trades Council, a representative from the Hammermen Union, and Mr. E. Donnelly, secretary from Port Glasgow and Greenock branches of N. A. S. and F. Union. The Chairman, in his opening remarks, read a few extracts from a speech by Mr. H. Broadhurst, delivered at Cardiff during the annual meeting there, in which it was pointed out that some 25 years ago Trades Unions were illegal. He also, during the course of his remarks, styled Mr. J. H. Wilson as the Great Sunderland Beetle, but who, unlike the great Colorado beetle, did not attack the poor man's food, but attacked the ship-owners' purses and made sad havoc therein to the tune of £1,500,000. He then introduced Mr. J. H. Wilson for the first time to a Port Glasgow audience. Mr. Wilson, who on rising was received with loud cheers, delivered a long and interesting address on trades unionism, and pointed out the benefits to be derived from combination. He spoke for 50 minutes, and sat down amidst a perfect hurricane of applause; after which Mr. Hugh McCann, V.P., moved the following resolution: "That, having heard the very able address on trades unionism just delivered by Mr. J. H. Wilson, this meeting pledges itself to uphold the principles of trades unionism and the Port Glasgow Branch of the N.A.S. and F. Union in particular." This was seconded by Mr. Browne, secretary of Trades' Council, in a very able speech, and carried with loud cheers. The chairman then introduced Mr. M. E. Darby, who delivered one of his usual able speeches, pointing out the position of sailors and firemen with and without their Union. Mr. Dixie then moved a hearty vote of thanks to Mr. J. H. Wilson and Mr. M. E. Darby, which was seconded by Mr. Crawford and carried with acclamation, after which Mr. Wilson replied and moved a vote of thanks to Mr. M'Arthur for the very able manner in which he conducted the meeting. This was seconded by Mr. Darby and replied to, after which the meeting quietly dispersed.

## NORTH SHIELDS BRANCH.

After the usual business of the branch meeting (October 22) was gone through, it was moved by Mr. J. Nicholson that a hearty vote of thanks be accorded to the Mayor and Corporation of Cardiff; also to the member of Parliament, Mr. Plimsoll, and to the officials and members of the Cardiff branch, for the kind and gentlemanly manner they received the seamen's delegates at the Conference at Cardiff. This was seconded by Mr. A. Marnock and unanimously carried. Mr. G. Cowie, of the South Shields Branch, and Mr. W. Brown, one of the delegates of the North Shields Branch, also addressed the meeting, and referred feelingly to the manner in which they were received and fêted by one and all. In fact, they said that wherever they



went they were treated as gentlemen, and great satisfaction was expressed by the members of this branch with the report of these members. Another member remarked that he hoped that many other gentlemen of position and influence would follow the example of the Mayor and Corporation of Cardiff and try to treat seamen and their friends with just a little measure of respect. He also said he wished the daily papers in the North would follow the example of the Cardiff editors, who reported truly and spoke most respectfully of the first annual Seamen's Congress.

#### LEITH BRANCH.

The first annual soirée, concert, and assembly of the members of the above branch took place, October 18, in Kinnaird's Hall, Kirkgate, which was crowded. Mr. G. Archer, J.P., hon. treasurer, presided, and was supported on the platform by the Rev. Mr. Dickson, Mr. J. H. Wilson, Bailie Scott, Mr. W. J. Haig-Scott, S.S.C., Mr. J. Marshall, Mrs. Marshall, Mrs. Archer, and others. After a splendid repast of tea and pastry, the chairman, in his opening remarks, stated that since he had last been in company of the members he had been to sea, and related some incidents in his late tour to the United States and Canada—and he had no hesitation in saying that among all the different nationalities of the seafaring classes there were none that could equal the *British seaman*. Since the Union had started, many an hour's meditation he had had on this National Union for Seamen and how it was conducted, also the head officials of it, and as far as he had gone he had found it to be on a very solid basis, and he could also say that the gentleman at the head of it, who was now present, was an able and hard-working leader. Talking about combination, he could not see any reason why working men and seamen and firemen should not be organised, as all other classes of the higher grades were combined together to protect their interests. Shipowners had associations, lawyers were combined, doctors as well, and as long as the working men combined together for the purpose of getting their demands in a legal manner without strikes he could see no reason why anyone should object. Referring to the late strike, he said he believed the shipowners in the port were desirous of doing justly. He wanted the audience to forget the past and try to learn the benefits of associated efforts. They should not quarrel among themselves, as "United we stand," but "Divided we fall." In concluding, Mr. Archer urged on all interested in the subject to connect themselves with the Union. A musical programme was then gone through, one of the songs dealing with "The man who owns an honest heart," by Mr. T. Douglas. Another Scotch topical song, "It's no the clean tattie a'ta," in which the singer, Mr. R. C. McCill, made a great hit in one of the verses, referring to the late seamen's strike, men's places being filled up by others, and he termed that "to tak' the breedooto' ither men's mooths was no the clean tattie a'ta." Another song by a negro comedian (Mr. D. McCormack), entitled "The Ship Slipped on an Orange Peel," brought down the house with laughter.—Mr. J. H. Wilson, general secretary, addressed the meeting at considerable length, and stated that he not only wanted the gentlemen to listen, but he wanted all the sailors' and firemen's wives to give their attention, and he hoped that they would give no peace to their husbands till they had become members of the Union. He urged on all the ladies to assist him in this matter. Referring to the late congress of seamen at Cardiff, he said it had come to something now when the poor "sailor and fireman" were invited to dine with such gentlemen as the Mayor of Cardiff, Lord Brassey, and Mr. Samuel Plimsoll (the sailors' "Grand Old Man"). If anyone had said such things would come to pass some years ago it would not have been listened to, but he was proud to say that it had now come, and he trusted that it would encourage the seamen and firemen to join our numbers, as they could plainly see that good work had been already done and more would be done shortly, as Mr. Samuel Plimsoll had again consented to come forward for Parliament and advocate the seamen's rights, and he (Mr. Wilson) wanted them to rally round Mr. Plimsoll and give him all their help. He said that if seamen and firemen were not to be paid a fair wage on the steamers they must consider if it was worth while working for the wages offered. In the case of a colliery disaster large sums were raised. But what was done when a great "shipping disaster" occurred? It was proposed by the Union to establish a Widow and Orphans' Fund, to be managed solely by the Union, as they considered they were now come to

the time when they could manage such without the aid of the shipowners or any neutral party, who did not have any interest in the lives of the seamen so long as they got their insurance paid on the vessels when lost. He remarked that at Cardiff last week they had a great congress, at which there were present lords, M.P.'s, and other big people. He spoke warmly of the services of Mr. Plimsoll and Lord Brassey. (Cheers.)—The rest of the programme was then gone through, in which the lady singers gained great praise. Bailie Scott then addressed the meeting, and the Chairman proposed a vote of thanks to the committee, which had managed this first social in such an admirable manner.—Mr. R. Smith, secretary of the branch, replied on behalf of the committee, and said he hoped that the Leith branch would show that they were second to no other branch of their own size of port. He proposed a hearty vote of thanks to the chairman and gentlemen on the platform who had kindly assisted us all through. The concert was brought to a close by the audience singing "Auld Lang Syne." The hall was then cleared, and a grand assembly took place, conducted by Bro. T. Wheelaghan. The grand march started at 11.45, being led by Mr. J. H. Wilson, over 25 couples being on the floor. During the several intervals songs were given by Mr. T. Wheelaghan, Mr. J. H. Wilson, Mr. R. Smith, and others, and after an enjoyable night's dancing the assembly was brought to a close by the ladies and gentlemen again joining in singing "Auld Lang Syne."

It having been announced by the chairman that although it had not been advertised in the posters that the proceeds, after defraying all expenses, would be handed over to the Mauricewood Pit Disaster Fund, the committee beg leave to state that they have handed the sum of 10s. 6d. (being all the surplus, owing to it being the first attempt at anything of the kind) to the Trades' Council fund in aid of the above.

#### NEWCASTLE BRANCH.

At the Newcastle Police-court, October 10, before Aldermen Gibson and Milvain, Andrew Searle and seven others, seamen of the steamship *Workworth*, were charged with unlawfully combining to disobey the lawful commands of Thomas H. Little, master of the vessel; they were also summoned for neglecting to proceed to sea in the *Workworth*. Mr. Temperley, Newcastle, appeared for the owners, and Mr. R. Jacks, South Shields, defended the men. The steamer was lying at Elswick on October 2 ready for sea, when a man named Flowerday came on board and commenced his duties as steward. The defendants having ascertained that he did not belong to the Seamen's Union, complained to the master, and declined to proceed to sea if he remained on board. The master sent the steward ashore, the men proceeded with their work, and the vessel went to sea. The defence was that there was no lawful command proved which the defendants had disobeyed, and that there was no entry of the alleged offence in the official log; it was also contended that the master had acquiesced in what had been done.—The Bench dismissed the summonses on the grounds that no entry had been made in the official log as required by the Merchant Shipping Act.

#### SUNDERLAND BRANCH.

This branch held their weekly meeting on October 21, when there was a crowded attendance of members. Communications were read from S. J. Ditchfield, Esq., Gravesend branch, Montrose, Liverpool, Goole, and other places. There was also a letter read from the captain of the s.s. *Cambria*, complaining of the conduct of some of the crew, who had refused to clean the hold out when they were offered overtime for doing so. The branch decided to wait for the return of the vessel and deal with the men. The secretary also reported that there had been 20 new members enrolled for the week and many members for other branches. A member then complained of the Labourers' Union, who were threatening to compel all men to join their Union, irrespective of their belonging to other trade societies. Such conduct was severely censured by the members. The secretary informed the meeting that the Congress had decided to allow members who are working ashore to only pay a small amount to keep them in compliance with their Union, while the remainder will allow them to join another society. The information was received with loud applause. The secretary said that the labourers were using coercion instead of submitting proposals to the Seamen's Union. He felt confident that such conduct would be the cause of losing them a great amount of support. Other speakers dwelt on the question. A resolution was unanimously passed that the members of this branch are of opinion that there should be

a special organising mission conducted in Liverpool, composed of the best organisers in the Union, to complete that port.

#### SOUTHAMPTON BRANCH.

The weekly social meeting came off on Monday evening. The smoke was satisfactorily smoky, and those present made themselves perfectly contented with harmless games of "crib," &c. The secretary read from a collection of comic readings on account of certain members expressing a desire to send out for something liquid to assuage the thirst created by the "weed." This, of course, the secretary opposed, as being inconsistent with the strictly teetotal principles inculcated by the rules of the Union, and rigidly enforced by this particular branch.

At the last meeting the chairman, Mr. Edward Arnold, informed members that some men from London had joined that day, not being permitted to sign articles on the *Arava* until they had joined the Union. (Applause.) Complaints were made of the entrance fee having been increased too soon after opening branch. Secretary said no doubt it had done harm. He was against it from the beginning, and, when too late, the augmentation had been condemned. Mr. Tizard complained that two-thirds of the prostitution was due to shipowners, because they kept the women waiting so long for money their husbands had earned. Mr. Whitfield strongly condemned the conduct of men who refrained from joining the Union. Mr. Sprague moved that the secretary write to Mr. Cowie, asking him to put something in SEAFARING, requesting branch secretaries to come down heavily on any Southampton men who had not joined the Union. Mr. Tizard read, *ex SEAFARING*, Lord Brassey's speech, and numerous other selections. Mr. Arnold drew attention to a letter from a gentleman, passenger in the *Ceylon*, which appeared in the *Standard* of last Thursday, imputing the stranding of the *Ceylon* to the employment of non-Union men. A member present drew attention to the report in SEAFARING of several branches increasing the salaries paid to their secretaries, and said he felt confident none of them worked longer hours, nor harder, than did Captain Nash and his son for Southampton branch, and why should they not do something to the same tune here?—Mr. Shears spoke in highest terms of approbation of the work. He understood books and accounts, and would like to see Mr. Nash's pay increased. Mr. Whitfield followed in the same strain, "Let's give 'em some more money"! Ultimately it was agreed, on the proposal of Mr. C. E. Tizard, seconded by Mr. Fred Shears, that the secretary be paid £1 5s. weekly instead of £1, and Edwin Nash 6s. a week instead of 5s. We are requested to state here that Mr. Nash declines to accept the above rise unless by the authority, sanction, and approval of Mr. J. H. Wilson, Executive Council, and a full meeting of members.

#### HULL BRANCH.

A correspondent writes: "I would like to say a few words in reference to the Hull branch of the National Amalgamated Sailors' and Firemen's Union. The above branch was formed in February last, and I may say that throughout we have had an uphill fight. The branch was no sooner opened than a strike was declared, which, of course, was put down to the agitator from Sunderland. But the true facts of the case are that there was very little doing in Hull at the time, therefore a great number of men were idle, and of course flocked to the standard of the new-formed Union. There are always in every large seaport a number of loafers, men who make a voyage occasionally, but practically live by sponging on the genuine seamen. This class joined the Union to a man, for they had nothing to lose, and all to gain. They attended the meetings, denouncing the shipowners and the local Seamen's Club. Now this local club is, or was at that time, almost entirely composed of men who are sailing in the home trade steamers and men belonging to the port; therefore they knew well the class of men who were, under the cloak of belonging to the National Union, calling upon them to come out on strike. Had I been a member of the local club I should certainly have done as they did, namely, refuse to leave my situation at the bidding of the sample who took an active part in what they termed a strike. Strike indeed! It was nothing more nor less than an agitation got up by loafers. There certainly were a number of genuine seagoing men joined, I myself amongst the rest, and I am proud to say that we belong to it still, and have every hope that Hull will soon become one of the strongest branches of our Union. Privilege cards have been done away with, and with them the loafer class died a natural death. At

the formation of the Union in Hull many hard words were said against the local society, and more especially its secretary, who got the credit of persuading his members not to join the National Union in a strike. This, of course, caused a bitter feeling between the two societies. I myself, along with all fair thinking men, must acknowledge that the late local secretary of the National Union was in the wrong to come to Hull and wish to dictate to an old-standing society. Had our secretary approached the local society on more friendly terms, I feel sure that we should have had better results; but when you come to tell a body of men that you will compel them to do a certain thing, it is only natural that they will resist you to the utmost. I myself fail to see how it is possible for a local society to grapple with the grievances of the seamen, and I am confident that a great number of the members of the local club are of the same opinion. Well, Mr. Editor, we have got rid of the secretary (Reid), who caused us a lot of trouble, and he has left for fields and pastures new. In his place we have got a local man, one who understands the working of the port. We are, through his good management, already on friendly terms with the local society, and I think that in the future we shall be able to work together for the general good of the seamen. I believe a scheme of federation is proposed. I would like to mention an instance that occurred during the strike in June. Three of the most noted loafers in the town met Mr. C. H. Wilson, M.P., shipowner, near the shipping office, and in some way they managed to get into conversation with that gentleman. They represented themselves as members of the National Union, and saying they were destitute through being on strike, they were willing to go to sea, but dare not do so. Mr. Wilson appears to have believed their pitiful tale, for he gave them a sovereign, which they spent in the first public-house, I suppose, in drinking his health. Now, Sir, when we had such characters as that to contend with, is it to be wondered at that public opinion in Hull was against our Union?"

#### MIDDLESBROUGH BRANCH.

The remains of Mr. J. Spencer, of Bargate-street, Middlesbrough, a well-known Middlesbrough seaman, who was an official of the old Seamen's Union, and has been a prominent member of the new seamen's organisation, have been interred in the New Cemetery at Linthorpe. The funeral was very largely attended, the coffin, covered with the Union Jack draped with crape, being borne shoulder high by eight members of the Union, the local officials of which joined in procession. The service was conducted by the Rev. J. J. Parker, chaplain of the Tees. A number of beautiful wreaths were placed on the coffin.

At the general meeting, October 21, the vice-president (Mr. John Harvey) in the chair, the minutes of the previous meeting were confirmed, on the motion of Mr. E. Brady, seconded by Mr. William McCormack. A discussion then took place as to the appointment of a solicitor for this branch. Finally the secretary, treasurer, and president were appointed to wait upon a solicitor to make arrangements for Middlesbrough. The secretary then read a letter received from the widow of the late James Spencer, member of this branch, thanking the members of the Union for their thoughtfulness and generosity in the hour of her need (they having subscribed the sum of £1 15s. 6d.). The letter was ordered to be placed on the minutes. Various other items of business having been gone through, it was ordered that meetings of this branch be held on Monday in future. The secretary reported that they had now got £2 for the Wilson Testimonial Fund. It was then reported that the honorary treasurer, Mr. J. J. Robinson, was standing as a candidate for the Town Council of Middlesbrough in the interest of Trades Unionism. The members were asked to rally round him and put him in at the head of the poll. They having promised their hearty assistance, the meeting adjourned on the motion of Mr. J. Ayten.

#### ABERDEEN BRANCH.

The usual weekly meeting of this branch was held on Monday evening, October 21st, in the Hall, Scott's court, Regent's Quay, Mr. W. Livingston, president, in the chair, the business being the delegates' report of the congress held at Cardiff, and the *Donegal* case (see below). With respect to the latter, Mr. Fraser, lithographer, a brother of one of the deceased seamen, was present, and thanked the members of the branch, and through them the Union, for their most timely assistance. The members,

on the other hand complimented Mr. Fraser for his pertinacity in sticking to his guns in the belief that the wages wrought for should be paid to the relatives of the deceased seamen. Ultimately the members, as representing the seafaring class, tendered their thanks to Mr. Fraser for his manly action and desired that the same be recorded in the minutes of the branch. The third quarterly statement was next read over and considered very satisfactory. Preparations were next made for visit of Mr. Wilson, general secretary, the steps taken being such as to secure a large and influential meeting. The meeting throughout was the largest and most hearty of any for a long period, and six new members were enrolled. Large numbers are paying up arrears, which fact indicates a better tone throughout.

The Union has just had a great triumph here, shewing what it can do, as the following will prove:—The barque *Donegal*, belonging to Messrs. George Milne and Company, shipowners in Aberdeen, was wrecked near the Azores Islands on or about the 27th December, 1887, and all hands went down with the vessel. The *Donegal* sailed from Grangemouth on April 19, 1887, for Buenos Ayres, thence to Savannah, and was lost on the voyage to Trieste. The captain, first and second officers belonged to the port of Aberdeen, and when intelligence reached Aberdeen, their representatives applied to Messrs. George Milne and Co. for payment of the balance of wages due to the deceased. Messrs. Milne and Co. met this demand by a statement that the captain had drawn certain sums at Grangemouth, Buenos Ayres, and Savannah on account of the crew; that in the absence of any information how this money had been disbursed, they were entitled to apportion these sums so drawn against the officers and petty officers in proportion to their rating; and upon this basis they contended that the officers and petty officers had already drawn more than they ought to have drawn, and that no balance of wages was due to their representatives. The owners, however, were unable to vouch in any satisfactory way these disbursements, and from letters which the deceased sailors had sent home from Savannah, it appeared that the officers had the greatest difficulty in obtaining the smallest advance for the purchase of necessities. The crew had deserted the vessel at Buenos Ayres in consequence of the unseaworthiness of the vessel; the new crew deserted at Savannah, and part of another crew, taken on board at Savannah, had also deserted before the vessel sailed. The relatives of the sailors pointed out to the owners that the money said to have been drawn by the captain for the crew, had been paid to boarding masters for these new crews, but the owners refused to listen to this contention. The owners' accounts were laid before the Board of Trade. The relations of the crew also laid a statement of their case before the Board of Trade, and although the aid of the members of Parliament for North and South Aberdeen was got for the purpose of getting the Board of Trade to deal with the owners' accounts, the Board of Trade declined to do so, their position being that it was customary in similar circumstances to apportion the monies drawn against the officers and crew. In these circumstances the relations of the deceased, being in humble circumstances, found themselves unable to enforce their just and legal rights and it was only when the matter was brought before the recently formed Sailors' and Firemen's Union that they were put in a position to enforce their claims. The Union, recognising the gross injustice of the owners' position and the importance of the point raised to the seafaring community, gave the necessary assistance to the relations to enforce their claims. The Union accordingly put the matter into the hands of their law agent in Aberdeen, and an action for payment of the balance of wages claimed, amounting in all to £69 10s. 2d., with interest due thereon, was recently instituted in Aberdeen. Since the action was raised, the owners approached the pursuer's agent with various offers, varying from £10 to £40; but they were all declined with the intimation that the Union intended to test the question between the parties, and would accept nothing less than the full amount sued for. The result has been that at length the owners have entirely yielded, and have paid the sums claimed with interest and costs.

#### GOOLE BRANCH.

On Monday evening last a mesmeretic entertainment was given by Mr. W. S. Sherwood, mesmerist (and an honorary member of this branch), on behalf of the widow and four children of the late John Leighton, fireman, who died at Antwerp a week or two ago under very distress-

ing circumstances, and left his widow entirely destitute. The entertainment was well attended by an audience who were delighted by the ability displayed by Mr. Sherwood. The chair was most ably filled by the Rev. W. H. Carr, M.A., vicar of Goole, and several very prominent townsmen were present, including doctors and ministers, by some of whom the subjects under the influence were examined. Several well-known members of the Seamen's Union were present, including Messrs. W. Field, J. Crabtree, J. Rockett, W. K. Ward, J. Morton, and W. R. Chappell, secretary. At the close a most hearty vote of thanks was given to Mr. Sherwood; also to the Rev. W. H. Carr for the very able manner in which he had fulfilled his duties as chairman. The performance wound up with a minstrel entertainment by the subjects under the influence. The entertainment was to be continued during the week for various charitable purposes.

On Tuesday, at the West Riding Michaelmas Quarter Sessions, at Wakefield, Mr. James Hill, formerly secretary to Goole Branch, surrendered to his bail on an indictment, containing numerous counts, charging him with unlawfully using violence to Mr. Clarence Langley Appleford, a clerk in the service of the Goole Steam Shipping Company, Limited, with a view to compel him to abstain from going about his lawful business, at Goole, on July 3rd last.—Mr. Mellor (instructed by Mr. A. M. Jackson, of Hull) prosecuted, and Mr. Kershaw and Mr. J. Beverley (instructed by Mr. J. J. Dunne, of Goole) appeared on behalf of the defendant. The case occupied the attention of the court from 11 o'clock in the forenoon until half-past 2 o'clock in the afternoon, or three hours and a half, and it seemed to create much interest. The facts of the case have already been reported. Defendant was fined in the enormous penalty of £20, with the alternative of three months' imprisonment. The money was paid. Next week we shall have something to say about this case.

#### GREENOCK BRANCH.

The usual weekly meeting of this branch was held on Thursday, October 17. Mr. A. Marshall, president, presided. After the usual routine business had been disposed of, Mr. Buchanan gave a lengthy report of the annual meeting, for which he was awarded a hearty vote of thanks. Then the secretary read the following extract from the *Greenock Telegraph*:—"Yesterday, the owners of the new steamer *Rannoch*, of Glasgow, presently lying at the Tail of the Bank, loaded with coal for Odessa, presented a petition to Sheriff Nicolson against 10 men of the crew of that vessel, whom they alleged to have been guilty of insubordination. His lordship granted a warrant for the arrest of the men, who were last night brought ashore from the steamer and committed to prison. Their names are: Archibald Henderson, Alexander McKinnon, John Nicholson, John McKinnon, John Stewart, John Gillespie, James Kennedy, Hugh Duignan, Robert McSherrret, and John Coyle. The conduct of the men was alleged to have been due to the fact that a non-union seaman was employed on board the steamer. The sailors were to have been brought before Sheriff Nicolson to-day, but at the hour appointed for the hearing of the case, Mr. Robert Blair (procurator-fiscal) stated that, after having had a consultation with the secretary of the Union, the men had decided to go back to the ship, the owners agreeing to take them back without making any deductions from their wages either for time or expenses. We understand that the seaman, in reference to whom the dispute was alleged to have arisen, has become a member of the Union."

The secretary pointed out that he had had the greatest difficulty in getting the men to return to their ship, and that they had been kept on bread and water for two days before they were taken ashore. It was to men like those that the Union owed its greatness, and a hearty vote of thanks to the men was proposed and warmly responded to. Mr. Gardner, pointed out the narrow escape the men had of being sent to gaol undefended, and hoped that all secretaries would instruct their members when they got into trouble to at once send word to the nearest secretary by some of the police-officers, so as time may be had to get up the defence. A vote of thanks to the chairman closed the meeting.

#### ARDROSSAN BRANCH.

At a meeting of this branch held on October 19, there was a fair turnout of members. Mr. J. H. Wilson, general secretary, was present, and briefly addressed the meeting. In awarding a vote of thanks to Mr. Wilson for his address, the members gave expression to the pleasure and profit they had derived from Mr. Wilson's visit.



## BELFAST BRANCH.

The members of this branch beg to thank those gentlemen who have kindly volunteered to assist in raising poor Jack out of the misery and starvation under which he has had so long to submit. We also sincerely thank the Mayor and Corporation of Cardiff for the noble manner in which they received and entertained our delegates and visitors. While rejoicing at the success of our Union, we are sorry to have to report the loss of a brother member through shipwreck on the wild South-west Coast of Ireland in the late storm which swept over our coast. While sympathizing with his widow in her sad bereavement, we are sorry to have to say that he, like a good many others, was so far in arrears that his widow was not entitled to any benefit; but through the intercession of our secretary we granted her the sum of 30s. to assist her in her trouble. We trust brother members who may be in arrears will endeavour to become financial, as they do not know how soon the sad fate of our brother may be their own lot. We are glad to state that shipping is brisk here at present, and fair wages being paid—sailors receiving £4 5s., and firemen £4 10s.

## MONTROSE BRANCH.

A meeting of the above branch was held on October 14, when there was a good attendance of members, and the usual business was gone through. Then Mr. John R. Harrison, the delegate for our branch at the Congress, addressed the meeting, and gave a full report of the proceedings of the Congress, when it was moved and seconded that we give all who were at the Congress a hearty vote of thanks.

The Liverpool steamer *Arara* has arrived at Dundee with the first season's jute from Calcutta. On the occasion of his retiring from the post of secretary and chief surveyor of the Liverpool branch of Lloyd's Register, Mr. J. F. Light has been presented with a silver tea and coffee service, and a tray and biscuit-box, subscribed for by Liverpool shipowners, underwriters, and adjusters.

The new fireboat which New York will have next spring will be one of the nautical wonders of the port. She is to throw four solid four-inch streams of water, and the range of these streams will be from 350 to 450 feet—solid water, not spray. It is asserted that the firemen can bore through the brick and stone walls along shore with ease with these streams just as miners in the mountains bore into and wash down the faces of solid cliffs with streams carried down the mountain sides. To fully comprehend the power of a four-inch stream it should be remembered that it is from eight to 12 times as large in cross section as the streams from the ordinary fire engines, while the nozzle velocity of the water is several times greater. The efficiency of such a stream is probably 25 times as great as the stream from an ordinary engine. The new boat will flood out a fire as with a deluge anywhere within 2,000 feet of the water front.

Two of the crew of the British barque *Hahnemann* were lost during the voyage of that vessel from Plymouth to Quebec. One was an able seaman named George Moore, and shortly after the barque left Plymouth he fell from aloft on to the main deck. The poor fellow remained unconscious for four days, at the end of which time he died. The remains of the unfortunate man were buried at sea. When the vessel was in mid-ocean an ordinary seaman, named Thomas Crawley, was assisting the other members of the crew to stow the mainsail. There was a fresh breeze blowing, and Crawley fell from the mainyard into the sea. There was a thick fog prevailing at the time, and, says a Liverpool paper, "Captain Jefferson, fearing that if a boat was lowered it was probable it would get lost in the fog, was reluctantly compelled to leave the poor fellow to his fate. Crawley was therefore drowned."

At Forfar, on October 21, before Sheriff Robertson, Frederick Powderall, captain of the steam trawler *Stephenson*, from Aberdeen, was fined £5 for having, on the 26th of September, off the coast of Buchan, been engaged in trawling within the three-mile limit. A similar charge was made against the same person, said to have been committed on the 27th of September off Montrose, but after hearing evidence the sheriff found the charge not proven. Henry Rae, master of the steam trawler *Royal Norman*, CR, 69, was next charged with a similar contravention, stated to have been committed on the 26th of September, in the sea about a mile and a half from Scurdyness. After hearing conflicting evidence as to the distance the boat was from the land, the sheriff said he must give the accused the benefit of the doubt, and he would find the case not proven.

## HOMEWARD BOUND SHIPS.

The following ships have been recently reported as homeward bound:—

Alcides s, left Montreal Oct 20—for Glasgow  
Alexander Gibson, left San Francisco Sept 4—for Liverpool  
Alcinous, Brown, left San Francisco Oct 5—for Liverpool  
Alcester s, left Savannah Oct 10—for Liverpool  
Armida, Johnston, left San Francisco Sept 11—for L'pool  
Araucania s, left Montevideo Oct 2—for Liverpool  
left St Vincent Oct 13  
Archimedes s, left Buenos Ayres Oct 3—for Liverpool  
left River Plate Oct 15  
Aldersgate s, clrd at Galveston Oct 14—for Liverpool  
American s, left New Orleans Oct 14—for Liverpool  
Arizona s, left New York Oct 15—for Liverpool  
Anselm s, left Para Oct 18—for Liverpool  
Architect s, clrd at New Orleans Oct 7—for Liverpool  
Alma Misch, clrd at New York Oct 7—for Liverpool  
Aurania s, left New York Oct 19—for Liverpool  
Ardencaple, Guthrie, left Calcutta Aug 3 for London  
at Mauritius September 11  
Armada, left Calcutta Aug 3—for London  
Anglia s, left Calcutta Sept 20—for London  
left Malta Oct 14  
Australasian s, left Melbourne October 8—for London  
Aldborough s, left Bussorah ——— for London  
left Suez Oct 19  
Arbutus, clrd at Demerara Aug 22—for Queenstown  
Astoria, left San Francisco July 27—for Queenstown  
Annesley, Ewert, left San Francisco Oct 2—for Q'ntown  
Angleser, left San Francisco Sept 24—for Queenstown  
Albert William, Carswell, left Iquique July 31—for Falmouth  
Atlantic, left Rosario July 25—for Falmouth  
Antelope, Peters, left Rio Janeiro Aug 30—for Falmouth  
Altair, Davies, left Huanillos, Aug 1—for Falmouth  
Agnes Lillian, Bevan, left Iquique Aug 2—for Falmouth  
Addie H. Cann, left Buenos Ayres Aug 21—for Falmouth  
August, left Rosario Aug 17—for Falmouth  
Aristos, left Rosario Aug 22—for Falmouth  
Almeida, left Pensacola Sept 8—for Ayr  
Asia, left Quebec Oct 1—for Greenock  
Arabia, left Quebec Oct 1—for Greenock  
Agatha, left Quebec Sept 30—for Greenock  
Africa, left Quebec Oct 5—for Glasgow  
Aldborough, Trunk, left Bassein Aug 7—for Channel  
Avanti, left Moulmein July 22—for Channel  
Antelope, clrd at Rio Janeiro Aug 23—for Channel  
Australia, Wild, left San Francisco Aug 10—for U K'dom  
Amaranth, left Quebec Sept 30—for Belfast  
Alvah s, left Montreal Oct 12—for Bristol  
Amicizia, Kothlin, clrd at Pensacola Aug 30—for Cardiff  
Atlantic, Knudsen, clrd at Newcastle, NB, Oct 4—for Cardiff  
Ambassador, Guthrie, left Buenos Ayres Sept 19—for Cardiff  
Amy A Lane, Mitchener, clrd at Philadelphia Sept 24—for Dublin  
Australia, Christophersen, clrd at Chatham, NB, Sept 28—for Fleetwood  
Alexander, Harstrom, left Java Oct 10—for Hull  
Amazon, M'Laren, left San Francisco Sept 17—for Hull  
Augusta Victoria s, left New York Oct 17—for Southampton  
Anglian s, left Durban Oct 19—for Southampton  
Belle O'Brien, Hodgman, left San Francisco Oct 6—for Liverpool  
Bongal, Reid, left Calcutta June 28—for Liverpool  
Borrowdale, left Astoria July 17—for Liverpool  
Blanca, Hughes, left Rangoon Aug 10—for Liverpool  
Britannia s, left Bombay Oct 6—for Liverpool  
left Perim Oct 12  
Braganza s, left Maranham Oct 12—for Liverpool  
Banffshire, Thompson, left Auckland July 3—for London  
Baltimore s, left Bahia Sept 17—for London  
Bayley s, left Bluff Harbour Sept 14—for London  
British Merchant, Molony, left Calcutta Aug 20—for London  
Bengloe s, left Singapore Sept 18—for London  
left Suez Oct 11  
Ballarat s, left Melbourne Sept 20—for London  
left Suez Oct 21  
Blair Drummond, Hall, left Wellington Oct 17—for London  
Bass Rock, left San Francisco Sept 4—for Queenstown  
Beechwood, Hornton, left Iquique July 30—for Falmouth  
Bandeth, left Iquique Aug 28—for Channel  
Benjamin Bangs, Zernichow, clrd at Rangoon Aug 22—for Channel  
Ben Lowers, left Junin Sept ——— for Channel  
Bankhall, Quinn, left Pisagua Oct 10—for Channel  
Bankfields, Wakeham, left Pisagua Aug 3—for U Kingdom  
Brignetti, left Rosario Aug 7—for U Kingdom  
Blngfel, Irving, left Iquique Oct 10—for U Kingdom  
Belked Will, left Port Townsend Sept 27—for U Kingdom  
Biram Wood, Smith, clrd at St John, NB, Sept 30—for Dublin  
Bonita, Ledwell, clrd at Chatham, NB, Oct 4—for Mumb's  
Berkeley Castle, Bootyman, left Quebec Oct 17—for Plymouth  
Cavalier, left Quebec Aug 31—for Liverpool  
Cottica, McWhirter, clrd at Belize Sept 4—for Liverpool  
Chaucer s, left Buenos Ayres Oct 3—for Liverpool  
left St. Vincent Oct 21  
Cambrian Duchess, left Miramichi Oct 11—for Liverpool  
Charles, Nickerson, clrd at St John, NB, Sept 30—for Liverpool  
Cairngorm s, clrd at Savannah Oct 14—for Liverpool  
City of New York s, left New York Oct 16—for Liverpool  
City of Rome s, left New York Oct 16—for Liverpool  
Clan Drummond s, left Calcutta Sept 14—for London  
left Gibraltar Oct 13  
Clan Robertson, Wilson, left Calcutta Sept 4—for London  
Clan Mackays, left Madras Sept 12—for London  
left Malta Oct 12  
Cabul, Doyle, left Calcutta July 27—for London  
Catalina, Gardner, left Penang July 14—for London  
Combermere, Jenkins, left Calcutta Aug 21—for London  
Cawdor, Jardalla, left Calcutta Aug 29—for London  
Craigair, Melvin, left Lyttelton Sept 16—for London  
Clan Macdonald s, left Calcutta Sept 17—for London  
left Gibraltar Oct 19  
Ceptic s, left Wellington Sept 13—for London  
left Rio Janeiro Oct 11  
City of Calcutta s, left Calcutta Sept 30—for London  
left Suez Oct 17  
Clan Renald s, left Madras Oct 1—for London  
left Gallo Oct 4  
Cardiganhire s, left Higo Oct 6—for London  
left Fleetwood Oct 20  
Clyde s, left Shanghai ——— for London  
left Colombo Oct 8  
Clan Maclean s, left Madras Oct 7—for London  
left Gallo Oct 12

Clan Macintosh s, left Calcutta Oct 15—for London  
left Madras Oct 15  
Cyclops s, left Penang Oct 12—for London  
left Colombo Oct 19  
Clan Macgregor s, left Calcutta Oct 21—for London  
Cypromene, left San Francisco Aug 21—for Queenstown  
Cressington, Bromley, left San Francisco June 20—for Queenstown  
Charlotte Croom, Bowden, left San Francisco Aug 10—for Queenstown  
Chilli, left Lota Aug 25—for Falmouth  
Ceres, Barlow, clrd at Buenos Ayres July 21—for Falmouth  
Corruva, left Iquique July 10—for Falmouth  
Craigwhinnie, Bradford, left Pisagua Sept 4—for Falmouth  
Clara, Thorgensen, left Algoa Bay Sept 19—for Falmouth  
Charlotte, James, clrd at Buenos Ayres Sept 8—for Falmouth  
Cremon s, left Montreal Oct 16—for Aberdeen  
Columbia s, left New York Oct 9—for Clyde  
City of Tanjore, Vint, left Rangoon Oct 5—for Glasgow  
left Quebec Oct 13  
Corryvreckan, Goudy, left Rangoon May 17—for Channel  
left St Helena Aug 29  
Capella, Bonnhorst, clrd at Rangoon May 30—for Channel  
left St Helena Sept —  
Cambrian, Davies, left San Xavier June 17—for Channel  
at Fayal Sept 24  
Clynder, Roach, left Rangoon June 27—for Channel  
Carlisle, Arendrup, left Pisagua Sept 3—for Channel  
Carmelo, left Pisagua prior to Oct 2—for Channel  
Chittagong, Warner, left Iquique Oct 4—for Channel  
Celia, Lewis, left Minatitlan Oct 19—for Channel  
Caitloch, Dornan, left Pisagua Oct 17—for Channel  
Callao, James, left Lobos Aug 14—for U Kingdom  
Cochrina, Leighton, left Iquique July 31—for U Kingdom  
Crummock, Water, left Pisagua Aug 14—for U Kingdom  
Chasca, Scott, left Pisagua Aug 16—for U Kingdom  
Clyde, Johnson, left Iquique Sept 24—for U Kingdom  
Citadel, Parkhill, left Carrizal Oct 4—for U Kingdom  
City of Newcastle s, left Baltimore Oct 16—for Bristol  
Chippewa, Lynch, left Quebec Oct 14—for Bristol  
Curonia, left Brunswick Oct 1—for Belfast  
China s, left Bombay Oct 14—for Belfast  
Cambay, left Mobile Sept 12—for Cardiff  
Cerar, clrd at Montreal Sept 30—for Cardiff  
County of Edinburgh, Fordyce, left Calcutta July 24—for Hull  
County of Kinross, Lloyd, left Calcutta July 29—for Hull  
Cromartyshire, Douglas, left Calcutta July 12—for Hull  
left St Helena Sept —  
Crystal s, left New York Oct 12—for Leith  
Carmelita, Firth, left Port Nolloth Aug 21—for Swansea  
left St Helena Sept 3  
Croydon, left Rosario Aug 6—for Swansea  
Drumburton, Johnson, left San Francisco Aug 6—for Liverpool  
Dilsberg s, left Campana Oct 1—for Liverpool  
Donar s, left Savannah Oct 3—for Liverpool  
Dora s, left Brunswick Oct 10—for Liverpool  
left Norfolk, Va, Oct 14  
Darwin, clrd at Norfolk Oct 14—for Liverpool  
left West Point Oct 16  
Discoverer s, clrd at New Orleans Oct 14—for Liverpool  
Delcomyn s, left Charleston Oct 6—for Liverpool  
Dunvegan, Stevens, clrd at Singapore Sept 4—for Liverpool  
Dacca s, left Brisbane Sept 3—for London  
left Malta Oct 19  
Dorunda s, left Brisbane Sept 17—for London  
left Batavia Oct 14  
Duke of Buckingham s, left Port Augusta Sept 29—for London  
Derwent s, left Sydney Oct 14—for London  
Drumeltan, Cowell, left San Francisco July 12—for Queenstown  
Dunneale, Williamson, left San Francisco Sept 1—for Queenstown  
David Rees, Williams, clrd at St John, NB, Sept 12—for Queenstown  
Dundarg, Gibb, left Rio Grande July 20—for Falmouth  
at Fayal Sept 24  
Daphne, Morrish, left Pisagua July 12—for Channel  
Desdemona, Baron, left Bassein Aug 23—for Channel  
Diana, Stephen, left Bezeekie ——— for Channel  
left Anjer Aug 21  
Donald Ferguson, left Quebec Sept 20—for Belfast  
Derby, Svendsen, left Buenos Ayres Oct 7—for Cardiff  
Dusty Miller, left Quebec Oct 7—for Carnarvon  
Delicato, left Campana prior to Aug 24—for England  
Dora, Hansen, clrd at Pensacola Sept 16—for Fleetwood  
Dane s, left Cape Town Oct 12—for Southampton  
Eudora, Marshall, left San Francisco July 15—for Liverpool  
Eusemere, Windermere, left San Francisco July 22—for Liverpool  
Eden Hall s, left Bombay Sept 26—for Liverpool  
left Gibraltar Oct 19  
Emma and Robert, Schmidt, left Savannah Oct 8—for Liverpool  
Echueca s, left Melbourne Oct 5—for London  
left Adelaide Oct 19  
Ethiopia s, left Calcutta ——— for London  
left Malta Oct 20  
Erragon, Weber, clrd at Savannah Oct 8—for London  
Edinburgh, Barclay, left Astoria July 26—for Queenstown  
Emily Waters, Langhorne, left Iquique Aug 5—for Falmouth  
Evelyn, left Paysandu Sept 14—for Falmouth  
Elizabeth, Green, left Pernambuco Sept 11—for Falmouth  
Endeavour s, left Calcutta Sept 23—for Dundee  
left Suez Oct 15  
Evelyn, Milne, left San Francisco July 18—for U Kingdom  
Emily A. Davies, Evans, left Coosaw Sept 13—for U Kingdom  
Eugenie, Foley, clrd at Melbourne Aug 19—for U Kingdom  
Edinburghshire, Page, left Port Townsend Sept 5—for Channel  
Eildonhope, Garnick, left Pisagua Sept 14—for Channel  
East Lothian, Ross, left Iquique Oct 1—for Channel  
Elfrida s, left Montreal Oct 12—for Avonmouth  
Elizabeth Ostle, Rennie, left Carrizal Bajo Aug 27—for Fleetwood  
Ecclefechah, Dow, left San Francisco Sept 11—for Hull  
Eurasia, Parkes, left San Francisco Aug 10—for Hull  
E W Gale, Camer, clrd at St John, NB, Sept 30—for Kinsale  
Edward Percy, M'Cart, left San Francisco June 12—for Sango  
Enas, left New York Oct 12—for Southampton  
Edinburgh, Gardiner, left San Francisco Sept 25—for Westport  
Foyle s, left Manila Aug 17—for Liverpool  
left Suez Oct 3  
Flintshire s, left Hong Kong Sept 27—for London

Flaxman s, left Buenos Ayres Oct 8—for Liverpool  
left River Plate Oct 15  
Faith, Baker, left Penang Sept 13—for London  
France s, left New York Oct 16—for London  
Furnessia s, left New York Oct 20—for Glasgow  
Firth, of Cromarty, M'Knight, left Bassein June 6—for U Kingdom  
Falls of Eam, M'Neil, left San Francisco Oct 16—for U Kingdom  
Florence s, left Savannah Oct 14—for U Kingdom  
Fanny Breslau, left Buenos Ayres Sept 17—for Channel  
Fiji, Hill, left San Francisco Oct 2—for Dublin  
Forest, Perry, clrd at Newcastle, NB, Sept 27—for Fleetwood  
Flora, Thomas, clrd at St. John, NB, Sept 17—for Sharpness  
Gulf of Guinea s, left Callao Aug 19—for Liverpool  
left Cape Verde Oct 15  
Gulf of Suez s, left Talcahuano July 6—for Liverpool  
left Cape Verde Oct 18  
Gulf of St. Vincent s, left Coronel Sept 17—for Liverpool  
left Monte Video Oct 2  
Galley of Lorne s, left Cheribon Sept 14—for Liverpool  
left Port Said Oct 19  
Gulf of Mexico s, left Singapore Sept 23—for London  
left Perin Oct 19  
Genista, Cook, left Calcutta Sept 16—for London  
Glanis, Fraser, left Wellington Aug 16—for London  
Glenroy s, left Manila Aug 23—for London  
left Suez Oct 6  
Gretina, Young, left Calcutta Sept 21—for London  
Glicruix, Dixon, left Calcutta Sept 20—for London  
Glenfinlas s, left Singapore Sept 19—for London  
left Malta Oct 16  
Govina s, left Bussore Oct 15—for London  
Giovanni, Evans, clrd at Singapore April 27—for Falmouth  
at Natal Aug 9  
Glenfyn, Douglas, left Iquique Oct 14—for United Kingdom  
Glenahar, Rollaston, left Iquique Sept 4—for Channel  
Guy Manning, M'Laren, left Bassein Aug 9—for Channel  
Goodwood, Tado, left Pisagua Oct 3—for Channel  
George Watson, left Brunswick Oct 3—for Limerick  
Holkar, Campbell, left Calcutta Aug 17—for Liverpool  
Hydarnas s, left River Plate Oct 2—for Liverpool  
Heliades s, left River Plate Oct 5—for Liverpool  
left St Vincent Oct 21  
Hectanooga, Cann, clrd at New York Sept 28—for Liverpool  
Halden, Dahl, clrd at Pensacola Oct 14—for Liverpool  
Heathmore s, clrd at Galveston Oct 14—for Liverpool  
Henley s, left Galveston Oct 15—for Liverpool  
Halley s, left New York Oct 17—for Liverpool  
Hector s, left Singapore Sept 19—for London  
left Suez Oct 11  
H Bremer, left Mozambique Sept 12—for Falmouth  
Hoghton Tower, Partridge, left Pisagua Oct 16—for Falmouth  
Hannah Landle, Nicol, left Cochín July 6—for U Kingdom  
left St Helena Sept 7  
Highmoor, Motley, left Portland, O, Aug 9—for U Kingdom  
Hindoo s, left New York Oct 13—for London  
Hopetoun s, left Para Oct 12—for Middleboro'  
H B Homan, Wason, clrd at Musquash, NB, Sept 30—for Penarth  
Hecla, M'Dougall, clrd at Parrsboro' Sept 23—for Sharpness  
Indore, Jenny, left Calcutta Sept 15—for Liverpool  
Ionic s, left Wellington Oct 17—for London  
Irby, Shaw, left Calcutta Aug 3—for London  
Inanda s, left Natal Oct 10—for London  
Ione, left Galveston Sept 24—for Falmouth  
Idaho s, left Calcutta Sept 14—for Dundee  
left Port Said Oct 15  
India, Regener, clrd at Bassein June 27—for Channel  
Indian Empire, Watson, left Iquique Sept 27—for United Kingdom  
Iron Cross, Lamb, left New York Oct 2—for Hull  
Jamaican s, left New Orleans Oct 5—for Liverpool  
Jerome s, left Ceara Oct 5—for Liverpool  
left Madeira Oct 18  
Jane Richardson, Williams, left Trinidad Oct 15—for London  
James Watts s, left Bussore Oct 12—for London  
Janie Gough, left Paysandu July 17—for Falmouth  
Jupiter, Jones, left Pisagua Aug 6—for Channel  
John Locket, Kitchen, left Iquique Sept 6—for Channel  
John O'Gaunt, Norman, left Iquique Sept 19—for Channel  
John Hickman, Bishop, clrd at Philadelphia October 1—for Bristol  
Juno, left Savannah Oct 4—for Bristol  
John M Blakie, left Monte Video Sept 6—for Cardiff  
Jessomene Hawkins, left San Francisco Sept 28—for Hull  
Jessie Morris, Farlane, clrd at Pensacola Sept 9—for Sunderland  
Jupiter, left Quebec Oct 1—for Tyne  
Killean, M'Kinnon, left San Francisco Aug 3—for Liverpool  
Kinsembo s, left Sierra Leone Oct 10—for Liverpool  
left Grand Canary Oct 18  
Kansas s, left Boston Oct 22—for Liverpool  
Kinross, Sinclair, left Iquique Sept 4—for Queenstown  
Krone, Nyman, left Mozambique Sept 12—for Falmouth  
Kentigern s, left Java Sept 5—for U Kingdom  
left Suez Oct 9  
Kentner, Raymond, left San Francisco Sept 16—for U Kingdom  
Lake Ontario s, left Quebec Oct 15—for Liverpool  
Lord Canning, left Astoria Sept 25—for Liverpool  
Leonora s, left Port Ends Oct 1—for Liverpool  
Loanda, Almon, clrd at New York Oct 8—for Liverpool  
Landana s, left Lagos Sept 29—for Liverpool  
left Grand Canary Oct 15  
Lake Ontario s, left Montreal Oct 19—for Liverpool  
Lusitania s, left Adelaide Sept 20—for London  
left Colombo Oct 15  
Larco Bay, Smith, left Auckland Oct ——for London  
Laertes s, left Singapore Oct 5—for London  
Lady Jocelyn, Watt, left Canterbury Oct 3—for London  
Lord Wolsley, M'Vicker, left Calcutta Sept 15—for London  
Lydian Monarch s, left Oct 17—for London  
Loch Vennachar, Bennett, left Melbourne Oct 21—for London  
Langdale, M'Allister, left San Francisco Sept 20—for Queenstown  
Latimer, Robertson, left San Francisco Oct 8—for Queenstown  
Loch Fergus, Clachris, left Iquique July 31—for Falmouth  
Lady Lawrence, M'Eroy, left Iquique Sept 5—for U Kingdom  
Lochmuar, Millington, left Rangoon Aug 6—for Channel  
Lady Rothven, left Iquique Aug 6—for Channel

Lilla, Ipland, left Santa Rosalia Aug 3—for Channel  
Livonia, Lafour, left St John, NB, Sept 24—for Drogheda  
Libra, Liverton, clrd at Wilmington Sept 19—for Hull  
Lepanto s, left Baltimore Oct 12—for Hull  
Majestic, Orr, left Calcutta Sept 30—for Liverpool  
Michigan s, left Boston Oct 15—for Liverpool  
Meath s, left River Plate Sept 22—for Liverpool  
left Bahia Oct 5  
Macedonia s, left Charleston Oct 14—for Liverpool  
Marian s, left Miramichi Oct 17—for Liverpool  
Mira s, left New York Oct 20—for Liverpool  
Millfield s, left Samarang Sept 15—for Liverpool  
left Port Said Oct 19  
Methley Hall s, left New York Oct 22—for Liverpool  
Methven Castle s, left Cape Town Oct 10—for London  
Moorhill, Brown, clrd at Pensacola Oct 1—for London  
Muirbridge s, left Melbourne Oct 18—for London  
Merica, Mosey, left Iquique July 31—for Falmouth  
M'Callum More, Smith, left Iquique Aug 5—for Falmouth  
Mercator, Breckwoldt, left Iquique Aug 21—for Falmouth  
Matterhorn, Williams, left Saigon ——for Falmouth  
left Anjer Sept 10  
Macdiarmid, Scott, left Iquique Aug 12—for Falmouth  
Manitoba s, left Philadelphia Oct 13—for Glasgow  
Mysore, Chard, left Bangkok July 19—for Channel  
Mountain Laurel, Williams, left Huanillos July 1—for Channel  
spoken Sept 16, 6 S, 36 W  
Maiden City, Montgomery, left Iquique Sept 30—for Channel  
Marion Crosbie, Howell, left Pisagua Sept 13—for Channel  
Mylomene, Cross, left Rangoon Sept 4—for Channel  
Mary, left Labrador Oct 2—for U Kingdom  
Mary Low, Robertson, left Cheribon Oct 11—for U Kingdom  
Mid Lothian, Murchie, left Java Oct 16—for U Kingdom  
Minnie, G Elkin, Winchester, clrd at Parrsboro Sept 30—for Bristol  
Munster, Brown, left New York October 7—for Bristol  
Morayshire, Storm, left Tchilo, NC, Sept 18—for Clyde  
Meteor, Elisen, left Belize Sept 16—for Goole  
Maiden City, Humphrey, clrd at St. John, NB, Oct 1—for Limerick  
Maggie Douglas, Boyd, left Mobile Sept 18—for Queenboro  
Maxima, Maddox, left Port Nolloth Aug 10—for Swansea  
Moor s, left Cape Town Oct 16—for Southampton  
Messelle s, left Barbados Oct 15—for Southampton  
New York, left San Francisco Aug 29—for Liverpool  
Navarro s, left New York Oct 13—for Liverpool  
Navarino s, left Calcutta Sept 21—for London  
left Suez Oct 15  
Nestor s, left Singapore Oct 1—for London  
left Cochín Oct 12  
Nicosia s, clrd at Singapore Sept 14—for London  
Nithsdale s, left Demerara Oct 11—for London  
Netherton, left Buenos Ayres Aug 18—for Falmouth  
North Durham s, left Baltimore Oct 4—for Glasgow  
Nestorian s, left Boston Oct 13—for Glasgow  
Natuna, Graham, left Pisagua Oct 16—for U Kingdom  
Norna, Johnstone, left Taltal Aug 13—for Channel  
Neptune, left Quebec Oct 15—for Hull  
North Cambria s, left Baltimore Oct 9—for Leith  
Enone, left Rangoon July 18—for Liverpool  
Olive Mount, Foley, clrd at Pascagoula Sept 2—for Liverpool  
Opava, Hamon, left Napier Aug 24—for London  
Orient s, left Sydney Sept 16—for London  
left Tarifa Oct 20  
Ottago, Norman, left Sydney Aug 13—for London  
at Lyttelton October 13  
Oriental s, left Bombay ——for London  
left Brindisi Oct 18  
Oroya s, left Adelaide Oct 14—for London  
left Albany Oct 17  
Orontes, Bain, left Sydney, NSW, Oct 17—for London  
Otaki, Worcester, left Lyttelton Oct ——for London  
Otto, Aden, clrd at Maracabo Aug 8—for Channel  
Oimara, Robertson, left San Francisco Aug 6—for U Kingdom  
Orissa, Parnay, left Taltal Aug 25—for U Kingdom  
at Rio Janeiro Sept 27  
Onward, Olsen, clrd at New York Sept 23—for Cork  
Oliver Emery, Swatridge, clrd at St John, NB, Sept 18—for Dublin  
Onesta, left Mobile Sept 2—for Goole  
Orontes, clrd at Newcastle, NB, Sept 23—for Newport  
Oscar, left Quebec Oct 5—for Sligo  
Orient, Collins, clrd at Pensacola Sept 13—for Waterford  
Port Caroline s, left Norfolk, Va, Oct 11—for Liverpool  
Peruvian s, clrd at Baltimore Oct 14—for Liverpool  
Potaro s, Watson, clrd at Savannah Oct 4—for Liverpool  
Pavonia s, left Boston Oct 19—for Liverpool  
Pleione, Ferguson, left Wellington Sept 9—for London  
Port Darwin s, left Port Augusta Sept 26—for London  
Parramatta s, left Melbourne Oct 4—for London  
left King George's Sound Oct 11  
Pericles, Phillips, left San Francisco Sept 23—for London  
Peveril s, left Calcutta Sept 21—for London  
left Suez Oct 15  
Priorhill, Donovan, left San Francisco Oct 19—for London  
Palinurus s, left Singapore Oct 19—for London  
Pioneer, Petersen, left Iquique Aug 10—for Falmouth  
Pass of Balnaha, left Pisagua Aug ——for Falmouth  
Phantom, Molton, left Buenos Ayres Aug 24—for Falmouth  
Pegu s, Talor, left Rangoon ——for U Kingdom  
left Aden Oct 19  
Progress, Rafen, clrd at Quebec Oct 1—for Cork  
Plessey s, left North Sydney Oct 8—for Leith  
Quetta s, left Brisbane Oct 1—for London  
left Townsville Oct 12  
Ruyssael s, left Manila Sept 9—for Liverpool  
left Malta Oct 16  
Rosae s, left New York October 12—for Liverpool  
Riverina s, left Adelaide Sept. 15—for London  
left Port Said Oct 19  
Rajah, Albrecht, left Singapore Sept 15—for London  
Rimutaki s, left Lyttelton Oct 3—for London  
Ravenna s, left Calcutta ——for London  
left Aden Oct 17  
Rothsay Bay, left Lyttelton Aug 20—for London  
Roby, Edwards, left Calcutta Sept 19—for London  
Reward, Wilkie, left Rio Grande Aug 20—for Falmouth  
spoken Oct 7, 37 N, 34 W  
Royal Alice, left San Francisco Aug 27—for Queenstown  
Bahane, Passiful, left San Francisco Sept 18—for U Kingdom  
River Mersey s, clrd at Coosaw Oct 5—for U Kingdom  
Rydalmere, Boys, left Pisagua Sept 11—for U Kingdom  
Ruth, Jacobsen, clrd at Wilmington Oct 2—for Bristol  
River Avon s, clrd at Mobile Oct 4—for Berwick  
Byerson, Joslin, left Pensacola Oct 9—for Grimsby  
Ringborne, left New York Sept 1—for Lynn  
Rival, Petersen, clrd at Philadelphia Sept 29—for Falmouth  
Robert, left Quebec Aug 14—for Sligo  
Salliers, left Adelaide Oct 16—for Southampton

Shelley s, left Manila Sept 2—for Liverpool  
left Malta Oct 15  
Spenser s, left Buenos Ayres Oct 10—for Liverpool  
left River Plate Oct 16  
Sendemanden, left Charleston Sept 29—for Liverpool  
Sentinel, Morrell, clrd at St. John, NB, Sept 30—for Liverpool  
Sorata s, left Monte Video Oct 12—for Liverpool  
San Juan s, clrd at Wilmington Oct 14—for Liverpool  
Siddons s, left New Orleans Oct 17—for Liverpool  
Serra s, clrd at New Orleans Oct 15—for Liverpool  
Scottish Glens, Whiteford, left Portland, O, Sept 24—for Liverpool  
Silvio, left Pensacola Sept 11—for Liverpool  
Shandon, Harris, left Calcutta Aug 7—for London  
Star of Austria, Willis, left Rangoon Aug 15—for London  
spoken Aug 24, 6 N, 91 E  
Shanghai, left Shanghai ——for London  
left Suez Oct 21  
Star of Russia, Legg, left Cochín Oct 9—for London  
Sierra, Cordova, M'Clure, left San Francisco Aug 12—for Queenstown  
Sherwood, Edkin, clrd at San Francisco, Aug 6—for Queenstown  
Scottish Knight, Fowler, left Iquique July 29—for Falmouth  
St Margaret, Cook, left Iquique Oct 9—for Falmouth  
Speme, left Rosario Aug 1—for Falmouth  
Sabrina, Johnston, left Pisagua July 31—for Channel  
Soudan, Donald, left Rangoon Aug 15—for Channel  
Sutherlandshire, Beattie, left San Francisco Sept 16—for Channel  
Singapore, Wiggles, left Iquique Sept 17—for Channel  
Shakspere s, left left Pisagua Oct 31—for Channel  
Strathblane s, left Java about Sept 1—for U Kingdom  
left Aden Oct 16  
Strathblane, Cathell, left San Francisco Sept 1—for U Kingdom  
Stockbridge, Motyer, left San Francisco Aug 29—for U Kingdom  
Selene, England, left Portland, O, Oct 18—for U Kingdom  
Sardinian, Leblanc, left Mobile Oct 2—for Belfast  
Senator, M'Kenzie, clrd at St John, NB, Sept 27—for Cardiff  
Supreme, Smedvig, clrd at Pensacola Sept 16—for Cork  
St Patrick, Baker, clrd at St John, NB, Sept 16—for Fleetwood  
Southern Queen, This, clrd at Apalachicola Oct 7—for Fleetwood  
Scottish Lochs, Bryde, left San Francisco Sept 14—for Hull  
Scottish Minstrel, Yuill, left San Francisco Oct 16—for Hull  
Sirocco, left Quebec Sept 26—for Newcastle  
Somander, left Brunswick Sept 2—for Queenborough  
Simkard, Owen, left left Nolloth Aug 22—for Swansea  
alokdar, Morley, left Calcutta Sept 3—for Liverpool  
Thalatta, Pennicuk, left San Francisco Oct 1—for Liverpool  
Teutonic s, left New York Oct 16—for Liverpool  
Trojan s, Brown, clrd at Wilmington Oct 5—for Liverpool  
Titan s, left Rangoon Sept 29—for London  
left Suez Oct 21  
Traveller s, left Calcutta ——for London  
left Suez Oct 21  
Titania, Dunn, left Victoria, V I, Sept 27—for London  
Tockwith s, left Montreal Oct 19—for Bristol  
Ulster, Shkel, left St John, NB, Oct 18—for Liverpool  
Umtata s, left Natal Sept 29—for London  
Udston, Dill, left San Francisco July 22—for Queenstown  
Vancouver s, left Montreal ——for Liverpool  
left Father Point Oct 18  
Venice s, clrd at Savannah Oct 14—for Liverpool  
Victory, left Quebec Oct 5—for London  
Victoria, Desarmard, left Iquique Aug 23—for Falmouth  
Westland, Scotland, left Astoria Aug 11—for Liverpool  
Wandle s, clrd at Pensacola Sept 26—for Liverpool  
Waimate, Cawse, left Wellington Sept 4—for London  
Wanlock, Cooper, left Astoria Aug 6—for London  
Wetherby s, left Montreal for Aberdeen  
left Sydney, CB, Oct 16  
Warwick s, left Quebec Oct 13—for Glasgow  
Warwick Castle, Hutton, left San Francisco Oct 14—for Channel  
Woodlark, Addison, left Lobos Oct 3—for Channel  
Woolton, Bonfield, left Calcutta Aug 16—for Hull  
Wm H Starbuck, Reynolds, left New York Oct 7—for Sharpness  
Yosemite, Roberts, left Iquique July 29—for Falmouth  
Zayda, Little, left Kingston, J, Sept 13—for Falmouth

In 1879 the shipping of Prussia, inclusive of the Imperial Marine, comprised 609 vessels, with 702 boilers, and 623 steam engines; in 1889, according to the latest official statistics, it had increased to 1,482 vessels, with 1,836 boilers and 1,674 steam engines. The number of vessels thus more than doubled (says *Kuhlows*) during the 10 years, and the increase in the number of boilers and engines was even greater. The power of the latter more than tripled in the same period, in 1879 it amounted to 50,309-horse power, and in 1889 to 154,189-horse power. Among the steamers in 1889 there were 458 marine steamers, 820 river steamers, and 214 of other sorts, as steam dredgers, steam cranes, &c.

THE half-yearly report of the work carried on by the Port of London sanitary authority has been issued by Dr. W. Collingridge, medical officer of health for the port. There has been very little infectious disease of any kind. Altogether 9,713 vessels have been examined, cleansing orders being necessary in 288 cases. The medical officer expresses his appreciation of the support given to the authority by the masters and owners of vessels, both in the case of cleansing orders and where orders for structural alterations were necessary. Three hundred and eighty-nine improvements have been carried out on 354 vessels. Of these 130 affected ventilation, 28 the storage of water, and 231 improvements in the lighting and heating of forecabin.



WHEN the Liverpool steamer *Phosphor* was entering the Dardanelles on her last homeward passage, a boat was got ready to deliver the ship's papers to the Customs. Three of the crew went into the boat, but one end went down, and the men were pitched out. Two of them were rescued with difficulty, but the third, named Canion, was drowned.

THE two most important French Navigation companies are the Messageries Maritimes and the Compagnie Generale Transatlantique. The fleet of the former company now consists of 63 steamers, whose gross tonnage is 176,000, and four more are now in course of construction. The Transatlantique Co.'s fleet numbers 60 steamers, measuring together 150,000 tons gross, and six others are now building.

At Bristol, Charles M'Farland, master of the Glasgow steamer *Midlothian*, has been tried by the Local Marine Board upon charges of drunkenness and being unfit for duty. On several occasions while the vessel was at Bristol defendant was so drunk as to be unfit for duty. On one occasion he all but fell into the dock in which the vessel was lying, and on another he assaulted the steward, who brought a telegram to him in his berth. M'Farland's defence was that he had always borne a good character. He was very excitable, and the substance of the telegram provoked him. The court suspended his certificate for six months.

## NOTICE.

Union Men are requested to board only at boarding houses which are advertised in "SEAFARING." Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

J. H. WILSON,  
General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. These advertisements will be arranged under the heading of the ports in which they are situated, and are intended as a Directory to seafaring men, which, it is hoped, their friends will endeavour to make as complete as possible, so that men arriving at any port have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors and Firemen's Union in whose district the house is situated. Boarding-house keepers whose

advertisements are already appearing in SEAFARING will be included free of further charge in the proposed Directory of Houses recommended by the Union, their Houses having been recommended before their advertisements were accepted.

## WHERE TO BOARD.

UNION BOARDING-HOUSES.  
CARDIFF.—Seamen's Institute, West Butte-st.  
GLASGOW.—John McInnes, 12, Anderston Quay.  
" James Bracken, 182, Broomielaw.  
LONDON.—Thos. Still's, King-st., Tower-hill.  
" Britannia Coffee House for Seamen.  
SHIELDS, NORTH.—Mrs. M. Jones, 31, Duke-st.  
SUNDERLAND.—Wilson's Temperance Hotel, 174, High-street East.  
GRANGEMOUTH.—J. Lindsay, 37, Grange-street.  
GREENOCK.—Miss Mackellar, 1, West Breaat.

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**JOHN MCINNES,**  
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## NOTICE TO SEAMEN.

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